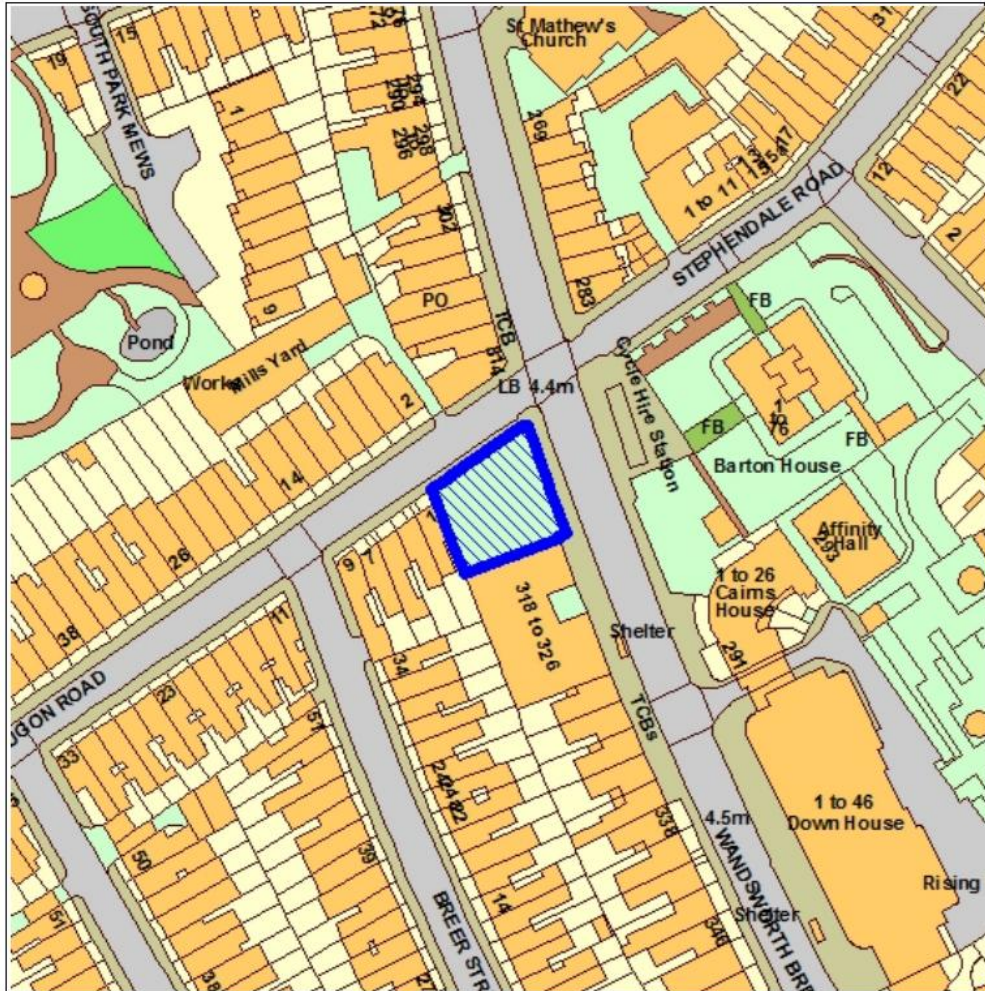


Ward: Palace And Hurlingham

Site Address:

316 Wandsworth Bridge Road London SW6 2TZ



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For identification purposes only - do not scale.

Reg. No:

2025/00023/FUL

Case Officer:

Ronny Ferley

Date valid:

17.01.2025

Conservation Area:

N/A

Committee Date:

11.11. 2025

Applicant:

Hawkshead Limited

C/O Agent

Description:

Redevelopment of existing site to erect of a four-storey mixed use building comprising of commercial floorspace (Class E) at part ground floor level, with residential development (Class C3) at ground, first, second and third floor levels consisting of 9no. residential units, with associated cycle parking provision, refuse storage and amenity space.

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) 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 drawings hereby approved:

302_PL_200;
302_PL_201;
302_PL_202;
302_PL_203, Rev A;
302_PL_204, Rev A;
302_PL_300, Rev A;
302_PL_301, Rev A;
302_PL_302, Rev A;
302_PL_303, Rev A;
302_PL_304, Rev A;
302_PL_305, Rev A.

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

3) Materials

No part of the structure above ground level shall be constructed until details and samples of all materials to be used on the external faces of the building, including walls, roof coverings, windows and doors, have been submitted to and approved in writing by the Council. No part of the development shall be used or occupied prior to the completion of the development in accordance with the approved details.

To ensure a satisfactory external appearance and to prevent harm to the visual amenities of surrounding properties, in accordance with Policies DC1, DC2 and DC8 of the Local Plan (2018).

4) Sound Insulation

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

Approved details shall be implemented prior to occupation of the development and thereafter be permanently retained.

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

5) Separation of Commercial Noise

Prior to commencement of the development, details shall be submitted to and approved in writing by the Council, of the sound insulation of the floor/ ceiling/ walls separating the commercial part(s) of the premises from the flats. Details shall demonstrate that the sound insulation value $D_{nT,w}$ is enhanced by at least 10dB above the Building Regulations value and, where necessary, additional mitigation measures are implemented to contain commercial noise within the commercial premises and to achieve the criteria of BS8233:2014 within the dwellings/ noise sensitive premises.

Approved details shall be implemented prior to occupation of the development and thereafter be permanently retained.

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

6) Sound Insulation of Separating Dwellings

Prior to commencement of the development, details shall be submitted to and approved in writing by the Council, of an enhanced sound insulation value $D_{nT,w} + C_{tr} - L'_{nT,w}$ of at least 5dB above the Building Regulations value, for the floor/ceiling /wall structures separating different types of rooms/ uses in adjoining dwellings, namely [e.g. living room and kitchen above bedroom of separate dwelling].

Approved details shall be implemented prior to occupation of the development and thereafter be permanently retained.

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

7) Absolute Internal and External Noise Criteria

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.

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).

8) Plant and Machinery Noise

Prior to commencement of the development, details shall be submitted to and approved in writing by the Council, of the external sound level emitted from plant/ machinery/ equipment and mitigation measures as appropriate.

The measures shall ensure that the external sound level emitted from plant, machinery/ equipment will be lower than the lowest existing background sound level by at least 10dBA in order to prevent any adverse impact.

The assessment shall be made in accordance with BS4142:2014 at the nearest and/or most affected noise sensitive premises, with all machinery operating together at maximum capacity.

A post installation noise assessment shall be carried out where required to confirm compliance with the sound criteria and additional steps to mitigate noise shall be taken, as necessary.

Approved details shall be implemented prior to occupation of the development and thereafter be permanently retained.

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

9) Noise Impact Assessment

Prior to commencement of the development, a revised Noise Impact Assessment (NIA) shall be submitted to and approved by the Local Planning Authority. The NIA shall consider all the construction materials, the proposed plant noise, possible daytime and nighttime noise that could potentially be experienced by residents of the development in terms of acoustic building performance, glazing configuration and overheating requirements of the site.

Once approved the development shall be constructed in strict accordance with the NIA and maintained in the approved form in perpetuity.

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

10) No Aerials

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

To ensure that the visual impact of telecommunication equipment can be considered in accordance with Policies DC1, DC2 and DC8 of the Local Plan (2018).

11) Rooftop Structures

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

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

12) Roof Terraces

Other than the areas shown on the hereby approved drawings as a designated roof terrace, no part of any other roof at the premises shall be used as a roof terrace or other form of open amenity space. No alterations shall be carried out; nor planters or other chattels placed on the roofs. No railings or other means of enclosure shall be erected on the roofs, and no alterations shall be carried out to the property to form access onto the roofs.

The use of the roofs as terraces would increase the likelihood of harm to the existing residential amenities of the occupiers of neighbouring properties as a result of overlooking, noise and disturbance, contrary to Policies HO11 and CC11 of the Local Plan (2018).

13) Privacy Screen

Prior to the occupation of the development hereby permitted, the details for all the privacy screens, including those to be used on windows and balconies shall be submitted to and approved by the Local Planning Authority.

The enclosures shall thereafter be permanently retained as approved.

To ensure a satisfactory appearance and to protect the amenities of adjoining occupiers in terms of privacy and overlooking in accordance with Policies DC2 and HO11 of the Local Plan (2018).

14) Cycle Parking

Prior to the first occupation of the development hereby permitted, details of cycle parking facilities for the hereby approved residential use shall be submitted to and approved by the Local Planning Authority.

Such details must be in accordance with Table 10.2 (minimum cycle parking standards) of the London Plan (2021) and shall be secured, accessible and sheltered as a minimum.

Approved details shall thereafter be retained solely for the designated use.

To ensure adequate cycle parking is available on site and to promote sustainable modes of transport in accordance with Policy T3 of the Local Plan (2018) and Policy T5 of the London Plan (2021).

15) Refuse and Recycling

Prior to the first occupation of the development hereby permitted, details of refuse and recycling facilities for the hereby approved residential use shall be submitted to and approved by the Local Planning Authority.

Thereafter, the provision for refuse and recycling storage shall be permanently maintained in the form of the approved details for the lifetime of the development.

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

16) Construction Management/Logistics Plan

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

(i) A Construction Management Plan-

Details shall include monitoring and control measures for noise, vibration, lighting, delivery locations, contractors' method statements, waste classification and disposal procedures and locations, restriction of hours of work and all associated activities audible beyond the site boundary to 0800-1800hrs Mondays to Fridays and 0800-1300hrs on Saturdays and not 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. The approved details shall be implemented throughout the project period.

(ii) A Construction Logistics Plan-

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

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

17) Air Quality Dust Management Plan (Construction)

Prior to the commencement of the construction phase (excluding installation of temporary fencing/hoarding around the perimeter of the site) of the development hereby permitted, details of Air Quality Emissions Control including Nitrogen Oxides (NO_x), Particulates (PM₁₀, PM_{2.5}) emission control of Non-Road Mobile Machinery (NRMM), On Road Vehicles and fugitive dust emissions in order to mitigate air pollution shall be submitted to and approved in writing by the council. The submitted details shall include:

- a) Details of the Non-Road Mobile Machinery (NRMM) used on the site with CESAR Emissions Compliance Verification (ECV) identification that shall comply with the minimum Stage V NO_x and PM₁₀ emission criteria of The Non-Road Mobile Machinery (Type-Approval and Emission of Gaseous and Particulate Pollutants) Regulations 2018 and its subsequent amendments. This will apply to both

variable and constant speed engines for both NO_x and PM. An inventory of all NRMM for the first phase of construction shall be registered on the London City Hall NRMM register GLA-NRMM-Register prior to commencement of construction works and thereafter retained and maintained until occupation of the development.

- b)** Details of installation of solid timber hoarding (minimum height of 2.5 metres) in accordance with BS 5975-2:2024 including photographic confirmation of installed solid timber hoarding around the perimeter of the site on all site boundaries.

Developers must ensure that on-site contractors follow best practicable means to minimise dust, particulates (PM₁₀, PM_{2.5}) and NO_x emissions at all times in compliance with the Mayor of London 'The Control of Dust and Emissions during Construction and Demolition', SPG, July 2014. Approved details shall be fully implemented and permanently retained and maintained during the construction phases of the development.

To comply with the requirements of the NPPF, Policy SI 1 of the London Plan, Policy CC10 of the Local Plan (2018) and the Council's Air Quality Action Plan.

18) Ventilation Strategy

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 nine self-contained dwellinghouses (Use 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.

To comply with the requirements of the NPPF, Policy SI 1 of the London Plan, Policy CC10 of the Local Plan (2018) and the Council's Air Quality Action Plan.

19) Ventilation Strategy Compliance

Prior to occupation of the development hereby permitted, details of a post installation compliance report including photographic confirmation of the mitigation measures as detailed in the approved ventilation strategy as required by condition 18 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 Surveyor (MRICS). Approved details shall be fully implemented prior to the occupation of the development and thereafter permanently retained and maintained.

To comply with the requirements of the NPPF, Policy SI 1 of the London Plan, Policy CC10 of the Local Plan (2018) and the Council's Air Quality Action Plan.

20) Low Emission Heating

Prior to occupation of the development hereby permitted, details (including manufacturer specification, installation/commissioning certificates and photographic confirmation) of the installed Zero Emission Air Source Heat Pump, and Electric Water Heaters to be provided for space heating and hot water for the nine self-contained dwellinghouses (Use Class C3) and commercial use (Class E) shall be submitted to and approved in writing by the Local Planning Authority. Approved details shall be fully implemented prior to the occupation/use of the development and thereafter permanently retained and maintained.

To comply with the requirements of the NPPF, Policy SI 1 of the London Plan, Policy CC10 of the Local Plan (2018) and the Council's Air Quality Action Plan.

21) Ultra Low Emission Strategy

Prior to occupation of the development hereby permitted, an Ultra Low Emission Strategy (ULES) shall be submitted to and approved in writing by the Local Planning Authority. Details shall include:

a.Procurement policy and processes for contractors and suppliers that will incentivise and prioritise the use of Zero Exhaust Emission Vehicles in accordance

with the emission hierarchy of 1) Walking Freight Trolley 2) Cargo bike (3) Electric Vehicle.

b. Use of Zero Exhaust Emission Vehicles in accordance with the emissions hierarchy (1) Walking Freight Trolleys (2) Cargo bike (3) Electric Vehicle.

c. Reduction and consolidation of deliveries and collections e.g., Waste

d. Re-timing of deliveries and collections outside of peak traffic time periods of 07:00-10:00 and 16:00-19:00 hrs

e. Facilities and measures for residential use (Class C3) that will minimise the impact of vehicle emissions from increasing personal deliveries e.g., parcel lockers, concierge, Cargo bike bays.

The ULES shall be monitored and reviewed on an annual basis and any subsequent modifications or alterations to the ULES should be submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented prior to occupation and the ULES hereby permitted shall thereafter operate in accordance with the approved details.

To comply with the requirements of the NPPF, Policy SI 1 of the London Plan, Policy CC10 of the Local Plan (2018) and the Council's Air Quality Action Plan.

22) Flood Risk Assessment

Prior to commencement of above-ground works, a revised Flood Risk Assessment (FRA) and Sustainable Drainage Strategy shall be submitted to and approved in writing by the Local Planning Authority. The revised details shall include:

a) A schedule and drawings identifying the flood resilience and resistance measures to be incorporated within the ground-floor uses, in accordance with DEFRA's guidance "Improving the Flood Performance of New Buildings" (2016) or any successor document;

b) Clarification of the extent of permeable paving across all external hard-surfaced areas, demonstrating that all practicable areas are designed to be permeable;

c) Details confirming whether green/blue roofs can be implemented and opportunities for rainwater harvesting or re-use; d) Confirmation of the final surface water discharge rate and system of attenuation, storage and outfall, designed to achieve an improvement on existing run-off rates; and

e) Details of any rain gardens or other landscape-based SuDS to be incorporated into the communal garden or other landscaped areas. The development shall thereafter be carried out in full accordance with the approved details prior to occupation and maintained for the lifetime of the development.

To reduce the risk of flooding to the proposed development and future occupants, and to ensure sustainable management of surface water, in accordance with London Plan Policy SI12, Local Plan Policy CC3, and the NPPF (2024).

23) Delivery and Servicing Management Plan

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 (10:00 to 16:00 and 19:00-21:00 on Monday to Friday, 10:00 to 18:00 on Saturdays and at no time on Sundays and Public/Bank Holidays) 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.

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 Policies T4 and S11 of the London Plan 2021 and Policies T2, T4, T5, CC10, CC11 and CC13 of the Local Plan (2018) and the Council's Air Quality Action Plan.

24) Habitat Management and Monitoring Plan

No phase of the development shall commence until a Habitat Management and Monitoring Plan (HMMP) for that phase, prepared in accordance with the approved Biodiversity Gain Plan, has been submitted to and approved in writing by the Local Planning Authority. The HMMP shall include details of:

- the habitat creation and enhancement works;
- management and maintenance measures for a minimum period of 30 years;
- and
- the monitoring methodology, frequency and reporting arrangements.

The development shall be carried out, managed and monitored in full accordance with the approved HMMP.

No occupation shall occur until the approved habitat works are completed and a completion report has been submitted to and approved in writing by the Local Planning Authority.

To ensure the development delivers measurable biodiversity net gain in accordance with Policies G1 and G6 of the London Plan (2021), Policy OS5 of the H&F Local Plan (2018), and Schedule 7A of the Town and Country Planning Act 1990.

25) Biodiversity Gain Plan

No development shall commence until a Biodiversity Gain Plan (BGP) has been submitted to and approved in writing by the Local Planning Authority.

The BGP shall demonstrate how the development will achieve at least a 10% measurable biodiversity net gain in accordance with the Environment Act 2021 and shall include:

- details of the existing and proposed habitats, supported by metric calculations;
- measures to avoid, minimise and compensate for biodiversity losses, following the Biodiversity Gain Hierarchy;
- details of any off-site biodiversity gains or credits (if applicable); and
- management and monitoring arrangements for the long-term maintenance of habitats.

The development shall be implemented in full accordance with the approved BGP and maintained for a minimum period of 30 years.

To ensure the development delivers measurable biodiversity net gain in accordance with Policies G1 and G6 of the London Plan (2021), Policy OS5 of the H&F Local Plan (2018), and Schedule 7A of the Town and Country Planning Act 1990.

26) Landscaping and Ecological Enhancements

Prior to commencement of landscaping works, a Landscape and Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The plan shall include:

- a detailed planting schedule (species, sizes and densities);
- green/blue roof specifications;
- proposed ecological enhancements (such as native species planting, bird boxes and log piles), and long-term management and maintenance arrangements for all landscaped areas.

No invasive species listed under the London Invasive Species Initiative shall be planted. The use of herbicides and pesticides shall be avoided, except where necessary to control invasive species.

The approved landscaping and ecological measures shall be implemented prior to occupation and thereafter retained and maintained in accordance with the approved plan.

To ensure a high-quality landscape design and to enhance urban biodiversity in accordance with Policies OS5 and CC2 of the Local Plan (2018), Policies G5 and G6 of the London Plan (2021).

27) Green Roof

No part of the structure above ground level shall be constructed until full details of the green roofs and green wall system to be used have been submitted to, and approved in writing by, the Local Planning Authority.

Details shall include vertical sections through the green roof and green wall, as well as a maintenance plan. No part of the development shall be used or occupied prior to the completion of the development in accordance with the agreed details.

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

28) Solar PV Panels & Air Source Heat Pumps

Prior to first occupation of the development hereby approved, details of the siting, gradient and number of Solar PV Panels to be installed on the roofs and details of the Air Source Heat Pumps as stated within the Energy and Sustainability Statement prepared by EEABS (Issue 1, dated December 2024) shall be submitted to and approved in writing by the Local Planning Authority, implemented as approved and thereafter maintained.

In the interest of sustainability and to ensure that the proposed development does not prejudice the appearance of the area in accordance with Policies CC1, DC1 and DC2 of the Local Plan (2018).

29) Preliminary Risk Assessment

No development shall commence until a preliminary risk assessment report is submitted to and approved in writing by the Council. This report shall comprise: a desktop study which identifies all current and previous uses at the site and surrounding area as well as the potential contaminants associated with those uses; a site reconnaissance; and a conceptual model indicating potential pollutant linkages between sources, pathways and receptors, including those in the surrounding area and those planned at the site; and a qualitative risk assessment of any potentially unacceptable risks arising from the identified pollutant linkages to human health, controlled waters and the wider environment including ecological receptors and building materials. All works must be carried out in compliance with and by a competent person who conforms to LCRM: Land Contamination Risk Management (Environment Agency 2023) or the current UK requirements for sampling and testing.

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

30) Site Investigation Scheme

No development shall commence until a site investigation scheme is submitted to and approved in writing by the Council. This scheme shall be based upon and target the risks identified in the approved preliminary risk assessment and shall provide provisions for, where relevant, the sampling of soil, soil vapour, ground gas, surface and groundwater. All works must be carried out in compliance with and by a competent person who conforms to LCRM: Land Contamination Risk Management (Environment Agency 2023) or the current UK requirements for sampling and testing.

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

31) Quantitative Risk Assessment

Unless the Council agree in writing that a set extent of development must commence to enable compliance with this condition, no development shall commence until, following a site investigation undertaken in compliance with the approved site investigation scheme, a quantitative risk assessment report is submitted to and approved in writing by the Council. This report shall: assess the degree and nature of any contamination identified on the site through the site investigation; include a revised conceptual site model from the preliminary risk assessment based on the information gathered through the site investigation to confirm the existence of any remaining pollutant linkages and determine the risks posed by any contamination to human health, controlled waters and the wider environment. All works must be carried out in compliance with and by a competent person who conforms to LCRM: Land Contamination Risk Management (Environment Agency 2023) or the current UK requirements for sampling and testing.

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

32) Remediation Method Statement

Unless the Council agree in writing that a set extent of development must commence to enable compliance with this condition, no development shall commence until, a remediation method statement is submitted to and approved in writing by the Council. This statement shall detail any required remediation works and shall be designed to mitigate any remaining risks identified in the approved quantitative risk assessment. All works must be carried out in compliance with and by a competent person who conforms to LCRM: Land Contamination Risk Management (Environment Agency 2023) or the current UK requirements for sampling and testing.

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

33) Verification Report

Unless the Council agree in writing that a set extent of development must commence to enable compliance with this condition, no development shall commence until the approved remediation method statement has been carried out in full and a verification report confirming these works has been submitted to, and approved in writing, by the Council. This report shall include details of the remediation works carried out; results of any verification sampling, testing or monitoring including the analysis of any imported soil; all waste management documentation showing the classification of waste, its treatment, movement and disposal; and the validation of gas membrane placement. If, during development, contamination not previously identified is found to be present at the site, the Council is to be informed immediately and no further development (unless otherwise agreed in writing by the Council) shall be carried out until a report indicating the nature of the contamination and how it is to be dealt with is submitted to, and agreed in writing by, the Council. Any required remediation shall be detailed in an amendment to the remediation statement and verification of these works included in the verification report. All works must be carried out in compliance with and by a competent person who conforms to LCRM: Land Contamination Risk Management (Environment Agency 2023) or the current UK requirements for sampling and testing.

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

34) Onward Long-Term Monitoring Methodology

Unless the Council agree in writing that a set extent of development must commence to enable compliance with this condition, no development shall commence until an onward long-term monitoring methodology report is submitted to and approved in writing by the Council where further monitoring is required past the completion of development works to verify the success of the remediation undertaken. A verification report of these monitoring works shall then be submitted to and approved in writing by the Council when it may be demonstrated that no residual adverse risks exist. All works must be carried out in compliance with and by a competent person who conforms to LCRM: Land Contamination Risk Management (Environment Agency 2023) or the current UK requirements for sampling and testing.

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

35) Class E Hours of Use

No customers shall be on the commercial premises at basement and ground floor during the hours of 23:00 to 07:30 Mondays to Sundays and Public/Bank Holidays.

- If in Class E(b) - for the sale of food and drink for consumption (mostly) on the premises. No customers shall be on the commercial premises during the hours of 23:30 to 07:30 Mondays to Sundays and Public/Bank Holidays.

- If in Class E(d) no classes shall occur for indoor sport, recreation or fitness between the hours of 21:00 to 07:30. No customers shall be on the commercial premises during the hours of 23:30 to 07:30 Mondays to Sundays and Public/Bank Holidays.

- If in Class E(f) for creche, day nursery or day centre. No pupils or staff shall be on the premises during the hours of 18:30 to 07:30 Mondays to Sundays and Public/Bank Holidays.

To ensure that the amenity of occupiers of the development site/ surrounding premises is not adversely affected by noise from activities or people at or leaving the site, in accordance with Policies CC11 and CC13 of the Local Plan (2018).

36) Secured by Design

Prior to occupation of the development hereby approved details of how the development has included Secured by Design Standards in the fenestration and the external door-sets of the building, shall be submitted and approved in writing by the Local Planning Authority.

Any further works necessary to comply with Secured by Design Standards shall be carried out prior to the first occupation of the residential units. These measures shall be permanently retained and maintained.

To ensure that the development maintains and enhances community safety in accordance with Policy HO11 of the Local Plan (2018).

37) Piling Method Statement

No piling shall take place until a Piling Method Statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) and piling layout plan including all Thames Water wastewater assets, the local topography and clearance between the face of the pile to the face of a pipe has been submitted to and approved in writing by the local planning authority in consultation with Thames Water.

Any piling must be undertaken in accordance with the terms of the approved piling method statement and piling layout plan.

The proposed works will be in close proximity to underground sewerage utility infrastructure which need safeguarding in accordance with Policies CC5 and CC6 of the Local Plan (2018).

Justification for approving application:

1. Land Use: The proposals would optimise the use of this existing vacant brownfield site. The development would contribute toward the Borough's housing needs target and the proposed commercial unit would provide local employment and support the nearby Key Local Centre. The proposals therefore comply with London Plan Policies H1, H2 and GG2 and Local Plan Policies E1, E2, HO1, HO5, CF1, CF2, TLC4 and TLC5.

2. Housing Quality: The proposed development would provide 9 units of 1 to 3 bedrooms meeting and all meet or exceed the minimum floorspace targets. The location is appropriate for the proposed housing mix, given the surrounding residential typology. The units would provide dwellings with acceptable living conditions and good standards of accommodation to future occupiers in accordance with London Plan (2021) Policies D6, GG1, H1, H2, and H10, the Mayor's Housing 'Design Standards' LPG (2023), the DCLG's Nationally Described Space Standards (2015), Local Plan (2018) Policies HO1, HO4, HO5 and HO11 as well as relevant Housing Key Principles of the 'Planning Guidance' SPD (2018).

3. Design and Heritage: The proposed development is acceptable in terms of both visual and heritage impact. The proposed architectural design and form are an appropriate fit within the surrounding context. It would complement the streetscape and public realm with its sheer presence and add to the mix of diverse buildings in the immediate surrounding area, giving the space a sense of place and belonging to the general character of the area. Overall, the proposed scheme is in accordance with the NPPF (2024), London Plan Policies D1, D3 and D4, GG2 as well as Local Plan Policies DC1 and DC2.

4. 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 Local Plan Policies DC1, DC2, HO11, CC11, CC12 and CC13, and relevant housing and amenity Key Principles of the 'Planning Guidance' SPD (2018).

5. Transport and Highways: 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 due to restriction of car parking on and off street; hence it is deemed to be acceptable in transport terms. Satisfactory provision would be made for cycle parking, and a legal agreement is secured to ensure a car-free scheme in this area, which benefits from good public transport links. Highways works are also to be secured via a S.278 agreement. Adequate provision for the storage and collection of refuse and recyclables would be provided for the proposed commercial and residential use. 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).

6. Environmental Issues: The impact of the development with regards to flood risk, air quality, biodiversity, land contamination, sustainability and climate change are acceptable subject to conditions and S.106 agreement to secure further details of mitigations, offset contributions and other appropriate measures. This would be in accordance with London Plan (2021) Policies SI 12 and SI 13 Local Plan (2018) Policies CC1, CC2, CC3, CC4, CC5, CC9 and CC10, and relevant Key Principles of the 'Planning Guidance' SPD (2018).

7. Planning Obligations: Planning obligations to offset the impacts of the development and make it acceptable in planning terms are secured. This includes car permit free restrictions and a S.106 financial contribution for carbon offset funds, highways works and air quality monitoring. The proposed development would therefore mitigate unwanted impacts and cater to the needs

of the community affected by the proposed development. This would accord with London Plan (2021) Policy DF1 and Local Plan (2018) Policy INFRA1.

That the applicant be informed as follows:

1. Permitted hours for building work

Construction and demolition works and associated activities at the development, audible beyond the boundary of the site should not be carried out other than between the hours of 0800 - 1800hrs Mondays to Fridays and 0800 - 1300hrs on Saturdays and at no other times, including Sundays and Public/Bank Holidays, unless otherwise agreed with the Environmental Health Officer.

Notification to neighbours of demolition/building works

At least 21 days prior to the commencement of any site works, all occupiers surrounding the site should be notified in writing of the nature and duration of works to be undertaken. The name and contact details of a person responsible for the site works should be made available for enquiries and complaints for the entire duration of the works and updates of work should be provided regularly. Any complaints should be properly addressed as quickly as possible.

Dust

Best Practicable Means (BPM) should be used in controlling dust emissions, in accordance with the Supplementary Planning Guidance issued by the GLA 2014 for The Control of Dust and Emissions from Construction and Demolition.

Dark smoke and nuisance

No waste materials should be burnt on site of the development hereby approved.

Noise and Vibration from demolition, piling, concrete crushing, drilling, excavating, etc.

Best Practicable Means (BPM) should be used, including low vibration methods and silenced equipment and machinery, in accordance with the Approved Codes of Practice of BS5228:2009 for noise and vibration control on construction and open sites.

2. The Metropolitan Police have a preferred security standard for the manufacture of doors and windows which is known as Secured by Design (SBD). Numerous long-term studies have shown that by fitting SBD approved specification doors and windows you will reduce the chances of becoming a burglary victim.

Within the London Borough of Hammersmith & Fulham (LBHF) all larger scale new builds/developments and refurbishments are built to this standard and it is encouraged that you to adopt Secured by Design accredited products for your own build.

You can find a list of product and suppliers on the secured by design web site: www.securedbydesign.com

3. Best Practicable Means (BPM) should be used in controlling dust emissions, in accordance with the Supplementary Planning Guidance issued by the GLA 2014 for The Control of Dust and Emissions from Construction and Demolition and Practice Note – The Control of Dust and Emissions from Construction and Demolition, GLA, 2024 .
4. Thames Water will aim to provide customers with a minimum pressure of 10m head (approx. 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.

LOCAL GOVERNMENT ACT 2000 LIST OF BACKGROUND PAPERS

All Background Papers held by case officer named above:

Application received: 7th January 2025

Drawing Nos: see above

Policy Documents: National Planning Policy Framework (NPPF, 2024)
The London Plan (2021)
LBHF - Local Plan (2018)

Supplementary Planning Documents:

LBHF - 'Planning Guidance' Supplementary Planning Document (2018)
LBHF - 'Climate Change' Supplementary Planning Document (2023)

Consultation Comments:

Comments from:

Active Travel England
HSE Planning Gateway One

Dated:

22.01.2025
22.01.2025

Thames Water	29.01.2025
London Heliport	04.02.2025
Environmental Agency	07.02.2025
Metropolitan Police Crime Prevention	11.02.2025
Transport for London	18.02.2025 [OBJ]

Neighbour Comments:

Letters from:

Dated:

Flat 1, 3 Bridge Studios	04.02.2025
28 Breer Street	13.02.2025
First Floor Flat, 1 Hugon Road	16.02.2025
32 Breer Street	18.02.2025
Unit 2 318-326 Wandsworth Bridge Road	18.02.2025

1. SITE DESCRIPTION AND HISTORY

- 1.1 The application site (approximately 0.518 ha) consists of a vacant plot located on the western side of Wandsworth Bridge Road at the junction with Hugon Road. The site was previously occupied by the Church of Christ church and the associated church hall.
- 1.2 The surrounding area is mixed-use in character and includes buildings of various heights. Immediately to the south is Bridge Studios, a two-storey commercial building that recently gained consent on appeal for two additional floors in connection with the provision of 6 news. Beyond Bridge Studios are three-storey buildings with predominantly commercial units at ground floor and residential above. Similarly, to the north on the opposite corner, Nos. 308 to 314 Wandsworth Bridge Road are three-storey properties with commercial uses at ground floor. Immediately to the west is a two-storey residential terrace fronting Hugon Road. To the east, on the opposite site of Wandsworth Bridge Road is Barton House a 20-storey residential block.
- 1.3 The ground floor properties to the north at Nos. 308 to 314 Wandsworth Bridge Road are within a Key Local Centre. The site is not within a Conservation Area although the Hurlingham Conservation Area lies directly across the road to the north. It falls within Flood Zone 3 area (High Residual Risk), Controlled Parking Zone (Q) and it has a Public Transport Accessibility Level (PTAL) of 2.

Planning History

- 1.4 In 1991, planning permission (ref: 1991/00921/FUL) was granted for the use of the Church Hall as a Day Nursery.

- 1.5 In April 2023, planning permission (ref: 2022/03523/FUL) was refused for a similar application involving the erection of a 4-storey mixed use development with flexible commercial (Class E (a) and (g)) floorspace at ground floor with 9 residential units above plus cycling, refuse and amenity space. The application was refused on the following summary grounds: -
- i. The proposed layout of residential units, including large, oversized family units would not optimise the delivery of housing on site and would represent an inefficient use of land in a high-density area.
 - ii. The failure to optimise the housing capacity of this site, means that the artificially low number of residential units would not trigger the threshold for affordable housing contributions on or off site. Hence, the site results in and fails to address an identified housing need.
 - iii. No signed car-permit free legal agreement which would increase vehicular movements, adversely impact on-street car parking demands, highway conditions and increase the risk of poor localised air quality generated by motor vehicle journeys in the area.
- 1.6 In March 2024, the subsequent appeal against the above refusals was dismissed solely on the grounds that it did not provide high-quality family housing due to poor private and communal amenity space. Balconies were fragmented, lacked usability, and were located close to the busy road, while the communal space was overshadowed and poorly overlooked. The Inspector did not agree with any of the Council's reasons for refusal.

Current Application

- 1.7 The current proposals also involve a redevelopment of existing site to erect a four-storey mixed use building comprising of commercial floorspace (Class E) at part ground floor level, with residential development (Class C3) at ground, first, second and third floor levels consisting of 9 residential units, with associated cycle parking provision, refuse storage and amenity space.
- 1.8 This current application seeks to address the Inspector's reasons for dismissing the appeal. The current scheme includes enhanced external amenity space with larger balcony areas for each unit; most units now have front and rear balconies. Notably, the proposed family units, include large roof terraces with step free access (including lifts). Overall, the scheme improves usability, privacy, and quality of space.

2. PUBLICITY AND CONSULTATION

- 2.1 The application was publicised by way of site and press notices. Individual notification letters were also sent to 213 neighbouring addresses. In response, objections were received from 5 addresses on the following summary grounds: -
- Dominant form/ height and scale
 - Impact on Conservation Area
 - Residential amenity: loss of light, outlook and privacy
 - Increase car parking demand
 - Traffic congestion from deliveries and collections
 - No traffic mitigation plan
 - Residents on Hugon Road should have access to proposed facilities
 - Drainage concerns
 - Impact on neighbouring fences/walls
 - Construction: traffic, noise, pollution and damage/ subsidence
 - Safety and security concerns
 - Party wall issues
 - Detrimental impact on elderly neighbours
 - Devaluation of property value
 - List of things the applicant should adhere to for good neighbourliness
 - Request for different applicant's details.

Officers Response:

- 2.2 Where the above concerns constitute material planning considerations, they are considered in the relevant section of this report.
- 2.3 Concerns about construction nuisance and activities, health and safety are normally covered by different regulations such as building control and environmental protection. However, where appropriate planning conditions and informatives can be used to provide some mitigation measures.
- 2.4 In terms of security, the Metropolitan Police Secure by Design Team advised that they have no objection subject to condition and informatives.
- 2.5 Regarding drainage, Thames Water and the Environment Agency have raised no objections subject to informatives.
- 2.6 Party wall matters fall outside of planning legislation and are a civil matter between the parties concerned which is covered by the provisions of the Party Wall Act.
- 2.7 The devaluation of property values is not a material planning issues. The applicant's details are available from the application form online through their agent.

3. POLICY CONTEXT

- 3.1 The Town and Country Planning Act 1990, the Planning and Compulsory Purchase Act 2004 and the Localism Act 2011 are the principal statutory legislation for Town Planning in England.
- 3.2 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).
- 3.3 In this instance, the statutory development plan comprises the London Plan (2021), the Local Plan (2018) and the 'Planning Guidance' (2018) and the 'Climate Change' (2023) Supplementary Planning Documents (hereafter referred to as 'Planning Guidance' and Climate Change' SPDs). Other strategic and local supplementary planning guidance and other documents from the Council and the Greater London Authority/Mayor of London are also material to the determination of the application.

National Planning Policy Framework (2024)

- 3.4 The National Planning Policy Framework - NPPF (as updated December 2024) 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.
- 3.5 The NPPF does not change the statutory status of the development plan as the starting point for decision making. Proposed development that accords with an up to-date Local Plan should be approved and proposed development that conflicts should be refused unless other material considerations indicate otherwise.

The London Plan (2021)

- 3.6 The London Plan (2021) was published in March 2021 and is the Spatial Development Strategy for Greater London. The Plan provides the strategic planning policies for London, setting out an integrated economic, environmental, transport and social framework for growth over the next 20-25 years. The proposed development has been assessed in line with the policies set out in the London Plan. The London Plan is supported by guidance, which provides further information about how the London Plan Policies should be implemented in the form of Supplementary Planning Guidance ('SPG') documents which have also been considered in determining this application.

The Local Plan (2018)

- 3.7 The Council Local Plan was adopted 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' (February 2018) and 'Climate Change' (October 2023) Supplementary Planning Documents (SPDs) are also material considerations. These provide supplementary detail to the policies and are organised around key principles.

- 3.8 With regard to this application, all planning policies in the National Planning Policy Framework (NPPF, 2023), London Plan (2021), Local Plan (2018), and Supplementary Planning Guidance (SPG)/Supplementary Planning Documents (SPDs) have been referenced where relevant.
- 3.9 The main planning considerations in light of the London Plan (2021), and the Local Plan (2018) (hereafter referred to as Local Plan 2018) and the 'Planning Guidance' Supplementary Planning Document (2018) (hereafter referred to as the 'Planning Guidance' SPD) include:
- land use;
 - quality of accommodation;
 - design and heritage;
 - residential amenity;
 - transport and highways;
 - environmental considerations and;
 - planning obligations.

4. LAND USE

Loss of Community Use

- 4.1 Local Plan Policy CF2 seeks the retention and enhancement of local community facilities. The policy makes clear existing community uses should be retained, enhanced or replaced, unless there is clear evidence that there is no longer an identified short or long term need for a particular facility or service, or where the existing facility or service can be appropriately replaced or provided elsewhere in the locality.
- 4.2 In this case, the loss of community use is long established. The site was formerly occupied by a Church (Class F1) and associated Church Hall in use as a nursery (Class E) which were demolished in 2009. Since that time the site has remained vacant, and officers are satisfied that there is no longer any demand for a replacement church or church hall in this location. However, the proposals include flexible Class E uses at ground floor which could result in the re-provision of community uses (nursery, or gym) which Local Plan Policy CF2 seeks to protect.
- 4.3 Overall, the proposals accord with Local Plan Policy CF2.

Proposed Ground Floor Class E Commercial Use

- 4.4 Use Class E (Commercial, Business and Service) was introduced on 1 September 2020. Class E includes shops, financial and professional services, restaurants and cafes, offices, light industrial, medical or health services, creches, day nursery, indoor sports. Class E is intended to allow more flexible changes to the High Street, which has been in decline. Changes of use within Class E do not require planning permission.
- 4.5 London Plan Policy E1(A) encourages the provision of flexible, high-quality office space for a range of business sizes. Local Plan Policies E1 and E2 support the intensification and retention of employment uses where development is appropriately scaled, supports local business needs, and generates suitable employment opportunities.
- 4.6 Local Plan Policy TLC4 relates to small non designated parades, clusters and corner shops, outside town centres, key local centres, neighbourhood parades and satellite parades. Local Plan Policy TLC5 relates to managing the impact of food, drink and entertainment uses. Under TLC4 and TLC5 the council will consider the type of Class E activities appropriate to the location.
- 4.7 The application site is just outside the Key Local Centre of Wandsworth Bridge Road which lies on the opposite corner of Hugon Road. The introduction of commercial floorspace (approx. 215 sqm) at ground level is welcomed as it would provide an active frontage and support the vitality of local shops and services.
- 4.8 The flexible Class E commercial uses represent a potential net gain in employment floorspace when compared to the previous use and is of a scale and configuration that would support a variety of uses. The applicant has submitted necessary marketing and viability evidence to show there is demand for this size of commercial space in the area; officers have considered this and have no reasons to disagree with its conclusions.

Residential (C3) Use

- 4.9 Section 5 of the NPPF (Delivering a sufficient supply of homes) requires local planning authorities to significantly boost the supply of housing. Table 4.1 under Policy H1 sets out a minimum target of 16,090 new residential dwellings by 2028/9 within the Borough. Local Plan Policy HO1 seeks to exceed the minimum target set out in London Plan Policy H1.
- 4.10 The proposed development results in a net gain of 9 housing units and would contribute to the Borough's housing target and demands.
- 4.11 In determining the 2024 appeal for a similar 9 unit scheme, the Inspector stated that

‘As the development would increase housing supply there would not be conflict with LP Policies HO1 and HO3 which are concerned respectively with general housing supply targets, and the provision of affordable homes on sites with 11 or more dwellings respectively. London Plan H4 also seeks to secure affordable housing but this development does not appear to meet any of the specific triggers set out in that policy and as such it weighs neither for nor against the appeal.’

- 4.12 The proposals would accord with London Plan Policy H1 and Local Plan Policy HO1.

Housing Mix

- 4.13 Policy HO5 of the Local Plan requires a mix of housing types and sizes in development schemes, especially increasing the proportion of family accommodation.
- 4.14 The proposed development comprises a mix of 3 x 3-bed, 4 x 2 bed and 2 x 1 bed which is considered appropriate in this out of Town Centre, where a higher proportion of smaller non-family sized units is acceptable due to site constraints. The proposals would accord with Policy HO5 of the Local Plan.

Conclusion on Land Use

- 4.15 Overall, the proposed development would provide an acceptable mixed-use development which provides viable commercial space on at ground floor and an appropriate mix of housing units above which would meet an identified borough need for residential dwellings of different sizes. The proposals therefore comply with London Plan Policies H1, H2 and GG2 and Local Plan Policies CF2, E1, E2, TLC4, TLC5, HO1 and HO5.

5. QUALITY OF ACCOMMODATION

Floorspace Standards

- 5.1 London Plan Policy D6 states that housing development should be of high-quality design and provide adequately sized rooms with comfortable and functional layouts which are fit for purpose. Local Plan Policy HO4 seeks to ensure that all housing development is provided to a satisfactory quality, has an appropriate mix of types and sizes, with an emphasis on family accommodation. Local Plan Policy HO11 and Housing Standards Key Principles HS1, HS2, and HS3 of the Council's SPD also sets minimum floor areas and internal room sizes for new residential development. In either case, any development would still need to comply with the London Plan minimum standards which supersede those within the Local Plan.
- 5.2 Policy D6 of the London Plan also sets the minimum Gross Internal Area (GIA / floorspace) in line with the Technical Housing Standards - Nationally Described Space Standard (NDSS) for new dwellings. The proposals include the following unit sizes:
- Unit 1: 3 Bed / 6 Persons / 1 Storey - 102sqm (complies - 95sqm minimum)
 - Unit 2: 3 Bed / 6 Persons / 1 Storey - 96sqm (complies - 95sqm minimum)
 - Unit 3: 3 Bed / 5 Persons / 2 Storey - 134sqm (complies - 93sqm minimum)
 - Unit 4: 2 Bed / 4 Persons / 1 Storey - 72sqm (complies - 70sqm minimum)
 - Unit 5: 1 Bed / 2 Persons / 1 Storey - 50sqm (complies - 50sqm minimum)
 - Unit 6: 2 Bed / 4 Persons / 1 Storey - 71sqm (complies - 70sqm minimum)
 - Unit 7: 2 Bed / 3 Persons / 1 Storey - 72sqm (complies - 50sqm minimum)
 - Unit 8: 1 Bed / 2 Persons / 1 Storey - 50sqm (complies - 50sqm minimum)
 - Unit 9: 2 Bed / 4 Persons / 1 Storey - 71sqm (complies - 70sqm minimum).
- 5.3 All the proposed units would meet and, in some cases, exceed their minimum (GIA) floorspace requirement as set out in London Plan, the NDSS and Key Principle HS2 of the 'Planning Guidance' SPD. The development is also compliant in terms of minimum room sizes, storage space and floor-to-ceiling heights.
- Amenity Space
- 5.4 Policy D6 of the London Plan requires private amenity space of at least 5sqm per unit, plus 1sqm per additional occupant, with a minimum depth of 1.5m. All proposed units meet or exceed this standard through gardens, balconies, or terraces.
- 5.5 In dismissing the previous appeal the Inspector concluded (para 11-14, Inspector's report) that

'11. Overall, the private amenity space provided for family units would be fragmented, with a large part of it close to a very busy road and it would have poor usability. As such, I am unable to conclude that the development would provide high quality family accommodation with regard to private amenity space.

12. The communal area itself would not be particularly large, with dimensions of roughly 8 by 9 metres. It would be surrounded on two sides by the development, with one boundary at four storeys and the other two and three storeys. A third boundary would be the blank two-storey wall of the adjoining Studio premises and most of the fourth boundary would be the blank two-storey wall of the adjoining plot. At my visit, around lunchtime, there was some sunlight in this area but given the surrounding walls, it seems unlikely that the area would get regular sunlight throughout the day or seasons and the height of the built form on the boundaries would make the space somewhat oppressive. Although the daylight and sunlight report has assessed light access in nearby gardens on Hugon Road, it has not assessed light entry into the communal garden.

13. Moreover, this small communal area could in principle be used by occupiers of all nine units, three of which would be promoted as three bedroomed family units. London Plan Policy S4, referred to in the officer's report, sets out criteria for the design of play and informal recreation likely to be used by children and young people. These include opportunities for passive surveillance and spatial requirements per child. Although it is unclear how many children might live in the development at any one, given the mix of proposed three and two bedroomed units it seems likely that the spatial threshold relating to the numbers of children could be exceeded. Moreover, the communal space on the ground floor would not be overlooked at all by Unit 2, which would reduce its usefulness for occupiers of that unit to a significant degree.

14. Given the relationship of the space to the development, the amenity requirements of family and non-family based accommodation and likely numbers of users in this small space, I am unable to conclude that the communal space would provide a high-quality outdoor environment, particularly in relation to families.'

5.6 In response to the Inspectors comments the proposals have been amended. The private amenity space for family-sized units now includes:

- Unit 3 (3-bed maisonette) a 33sqm rear garden and a 28sqm front roof terrace (total 61sqm);
- Units 1 and 2 (3-bed flats) each have dedicated roof terraces with private internal stair access and shared lift access, providing 34sqm (Unit 2) and 28sqm (Unit 1).

- 5.7 All the two-bed units now have dual balconies, with at least one balcony exceeding 5sqm:
- Unit 4 - 15sqm,
 - Unit 6 - 11sqm,
 - Unit 7 - 15sqm,
 - Unit 9 - 11sqm.
- 5.8 The one-bed units (units 5 and 8) each include a 7sqm balcony.
- 5.9 Overall, the all the private amenity spaces now meet the London Plan standards in terms of useability, access and size. Notably, the development has been reconfigured to remove oppressive spaces and lift access has been introduced to ensure level access where appropriate.

Outlook and Daylight/Sunlight to Habitable Rooms

- 5.10 Local Plan Policy HO11 states that new housing is of a high standard and provide housing that will meet the needs of future occupants.
- 5.11 The application is submitted with a BRE Daylight/Sunlight Report based on the latest methodologies which assesses daylight/sunlight impacts on both the proposed units and surrounding residential properties. It states that all habitable rooms within the proposed scheme were tested for daylight provision using the Daylight Factor (DF) method. The report confirms that all rooms meet or exceed the BRE recommended minimum daylight factors for their room types (e.g., 2% for kitchens, 1.5% for living rooms, and 1% for bedrooms). No failures were identified in terms of daylight provision internally. The design includes dual aspect units and large areas of glazing, which positively contribute to daylight levels.
- 5.12 The report show that Annual Probable Sunlight Hours (APSH) was assessed for all main living rooms that face within 90° of due south. It states that all relevant rooms meet or exceed the BRE criteria for APSH and winter sunlight (WPSH). It also highlights that some units (particularly upper-level ones) benefit from roof terraces and open aspects, enhancing overall access to sunlight. It also confirms that all private external amenity space in the proposed development would benefit from adequate level of sunlight due to orientation.
- 5.13 In terms of outlook, save for the two 1 bed units, all the others would be dual aspects benefiting from large openings. The London Plan Policy D6 states that north facing single aspect small units may be acceptable where they carefully designed to ensure good daylight, ventilation, and outlook. In this case, neither single aspect unit is north facing; both units would be east facing and have an unfettered outlook with the nearest obstruction (Barton House) being at least 45m away across the road.

Noise and Disturbance

- 5.14 Local Plan Policies HO11 and CC11 are aimed at ensuring that residents of future housing are not unduly affected by noise and disturbance from adjoining sites or the wider setting. SPD Noise Key Principle NN3 concerning the sound insulation between dwellings states that "...careful consideration should be given to stacking and layout of rooms in relation to adjoining walls/floors/ceilings."
- 5.15 The application has been reviewed by the Council's Environmental (Noise) Protection Team who stated that the submitted design stage Noise Impact Assessment (NIA) is acceptable at this stage, but a revised NIA would be required once further details have been finalised. This NIA should also consider noise from any rooftop plants in the proposed development.
- 5.16 Subject to further conditions related to sound insulation of building envelope, separation of commercial and noise sensitive premises, sound insulation of separating dwellings and absolute internal and external noise criteria for noise sensitive premises, the proposals would ensure that the amenity of occupiers of the development site and surrounding premises is not adversely affected by noise including those from plant/mechanical installations.

Conclusion on Quality of Accommodation

- 5.17 Overall, it is considered that subject to conditions the proposed scheme would provide suitable standards of accommodation as housing units within the borough. This would accord with Local Plan Policies HO4 and HO11, London Plan Policy D6, the Mayor's Housing Design Standards LPG and the Nationally Described Space Standards (Technical Housing Standard).

6. DESIGN AND HERITAGE

- 6.1 The NPPF 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.
- 6.2 Local Plan Policy DC1 'Built Environment' states that all development within the borough, including in the regeneration areas should create a high-quality urban environment that respects and enhances its townscape context and heritage assets. There should be an approach to accessible and inclusive urban design that considers how good design, quality public realm, landscaping and land use can be integrated to help regenerate places.
- 6.3 Local Plan Policy DC2 'Design of New Build' states that new build development will be permitted if it is of a high standard of design and compatible with the scale and character of existing development and its setting. All proposals must be

- designed to respect:
- a. the historical context and townscape setting of the site, and its sense of place;
 - b. the scale, mass, form and grain of surrounding development and connections to it;
 - c. the relationship of the proposed development to the existing townscape, including the local street pattern, local landmarks and the skyline;
 - d. the local design context, including the prevailing rhythm and articulation of frontages, local building materials and colour, and locally distinctive architectural detailing, and thereby promote and reinforce local distinctiveness;
 - e. good neighbourliness and the principles of residential amenity;
 - f. the local landscape context and where appropriate should provide high quality landscaping and public realm with good permeability;
 - g. sustainability objectives; including adaptation to, and mitigation of, the effects of climate change;
 - h. the principles of accessible and inclusive design; and
 - i. principles of Secured by Design.

- 6.4 London Plan Policy D3 (Optimising site capacity through the design-led approach) states that, in terms of quality and character, development proposals should "respond to the existing character of a place by identifying the special and valued features and characteristics that are unique to the locality and respect, enhance and utilise the heritage assets and architectural features that contribute towards the local character; and be of high quality, with architecture that pays attention to detail, and gives thorough consideration to the practicality of use, flexibility, safety and building lifespan through appropriate construction methods and the use of attractive, robust materials which weather and mature well".
- 6.5 Policy DC8 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. The site is not located in a Conservation Area and does not include any designated/non-designated heritage assets. However, the proposals require consideration of the setting of Hurlingham Conservation Area, directly to the north, given intervisibility of the development from this Conservation Area.
- 6.6 The site occupies a key junction at Wandsworth Bridge Road, Hugon Road and Stephendale Road, at a transitional point between commercial and residential character. The varied townscape includes Victorian terraces, mid-rise commercial

frontages and taller buildings to the east. The proposed four-storey massing is therefore appropriate, helping to reframe the corner and define this part of the streetscape with a clearly legible building that bridges the scale between lower terraces and larger commercial buildings.

- 6.7 The submission explains how the design has evolved following the earlier refusal and appeal dismissal. A key change is the refined articulation of the Wandsworth Bridge Road and Hugon Road frontages, including massing modulation and enhanced active frontage. Recesses, angled bays and varying parapet heights reduce the overall bulk of the building in comparison to the appeal scheme and strikes a more sensitive response to marking the prominent corner junction at Wandsworth Bridge Road. The proposed massing also improves the relationship to the adjoining No.1 Hugon Road, with a clear approx. 9m separation between the taller element and the terrace.
- 6.8 The development offers dual frontage, and activation at ground-floor, with the commercial unit on Wandsworth Bridge Road maintaining the retail rhythm of the parade. The Hugon Road elevation responds to the rhythm of the existing terrace with a terraced house style typology that continues the urban grain and eaves line. The Design & Access Statement highlights how this enables a smoother transition from mixed-use scale to domestic scale, enhancing contextual sensitivity.
- 6.9 Architecturally, the building adopts a contemporary but contextual palette, combining light brickwork with dark metal cladding, glazed elements, and timber-tone detailing. Balconies and canted bays introduce vertical rhythm and visual interest, while also providing defensible space and private amenity. The scheme takes cues from established mixed-use precedents and contributes positively to the urban regeneration narrative for this stretch of Wandsworth Bridge Road. The four-storey height is acceptable given the presence of taller buildings in the context.
- 6.10 The roof profile is flat, with a parapet treatment and plant well set back to reduce visibility in the wider streetscene. This minimises any impact upon localised and mid-range views. Furthermore, the proposals are considered to enhance the setting of the south-eastern portion of the Hurlingham conservation area, replacing a currently vacant and hoarded site with a new high-quality development. As such, there would be no harm to the setting of this asset. Although the site has limited landscape capacity, threshold planting and greening are proposed to soften the street interface. The Urban Greening Factor score of 0.36 exceeds the minimum required standard of 0.4 when adjusted for small sites and further supports biodiversity and environmental performance objectives.

- 6.11 The scheme is designed to provide a contemporary addition that is clearly of its time but respectful of the key characteristics of neighbouring buildings providing a building which successfully responds to the prominent corner site.
- 6.12 The proposals are also considered to strike a successful balance in optimising the development of site, and reinforcing the existing urban grain, residential and architectural quality. It brings a long-term vacant site back into active use with active frontages and emphasis which tie in with the existing parade and townscape.
- 6.13 In summary, the proposals are considered to exhibit a high standard of design, responding to both the immediate and wider context, whilst fully addressing the issues identified through the earlier appeal decision. The proposals would not result in any harm to adjacent heritage assets and is considered to enhance the setting of the Hurlingham conservation area. As such, the development is considered to accord the NPPF (2024), London Plan Policies D3, D4 and HC1, and Local Plan Policies DC1, DC2, and DC8.

7. RESIDENTIAL AMENITY

- 7.1 Policies DC1, DC2, CC11, CC13 and HO11 of the Local Plan require all proposals to be formulated to respect the principles of good neighbourliness. The 'Planning Guidance' SPD Housing Key Principles HS6 and HS7 seek to protect the existing amenities of neighbouring residential properties in terms of outlook, light, privacy and noise and disturbance.
- 7.2 Policies CC11 (Noise) and CC13 (Control of Potentially Polluting Uses) also deal with environmental nuisance and requires all developments to ensure that there is no undue detriment to the general amenities at present enjoyed by existing surrounding occupiers of their properties. The nearest properties that could be impacted by the development are at Bridge Studios, Nos 1 and 2 Hugon Road and 314 Wandsworth Bridge Road.

Outlook and Sense of Enclosure

- 7.3 Key Principle HS6 of the Planning Guidance SPD requires that new development respects the outlook of neighbouring occupiers, with reference to a 45-degree line drawn from ground floor level at the rear boundary.
- 7.4 At 1 Hugon Road, there are 2 first floor windows in the eastern flank opposing the site; those windows do not serve habitable spaces, and the proposals would not have any adverse impact on those windows in terms of outlook.

- 7.5 Bridge Studio is a two-storey commercial building that lies immediately to the south and recently gained consent under prior approval to change the existing ground and first floors to residential use. Although, the existing first floor contains 2 windows in the northern flank, those windows would be approximately 8m from the southern elevation of the proposed building (only 2 storeys at this point) and would not breach a 45-degree notional line. Permission was recently gained on appeal for 2 additional floors to Bridge Studios (2024/00640/FUL and APP/H5390/W/24/3354742); notably, the additional floors do not include any windows in the flank elevation opposing the site.
- 7.6 The proposals would have no adverse effect on No.314 Wandsworth Bridge Road or the properties to the east on the opposite of Wandsworth Bridge Road.
- 7.7 Overall the proposals would have no adverse impact in terms of increased sense of enclosure or outlook in accordance with Key Principles HS6 and HS7.

Daylight and Sunlight

- 7.8 Policy D6 of the London Plan, supported by the Mayor's Housing SPG, seeks to ensure that high quality housing schemes are delivered, which includes providing sufficient daylight and sunlight to new and surrounding housing that is appropriate for its context, whilst avoiding overheating, minimising overshadowing, and maximising the useability of outside amenity space.
- 7.9 Policy HO11 of the Local Plan includes requirements for residential developments to avoid detrimental impacts on the amenities of residents in the surrounding area. The policy states the protection of existing residential amenities, including such issues such as loss of daylight, sunlight, privacy, and outlook.
- 7.10 The British Research Establishment (BRE) guide on 'Site layout planning for daylight and sunlight', set out good practice for assessing daylight and sunlight impacts for new development. In urban and city centre areas, BRE Guidelines advise that the guidance be applied flexibly. The applicant submitted a Daylight and Sunlight Report, which was carried out in line with the BRE, which assesses the potential impacts of the proposed development on daylight, sunlight and overshadowing on existing neighbouring residential buildings.

Daylight

- 7.11 The BRE Guidance sets out three different methods of assessing daylight to or within a room, the Vertical Sky Component (VSC) method, the plotting of the no-sky-line (NSL) method and the Average Daylight Factor (ADF) method.
- 7.12 The VSC method measures the amount of sky that can be seen from the centre of an existing window and compares it to the amount of sky that would still be capable of being seen from that same position following the erection of a new building. The measurements assess the amount of sky that can be seen by converting it into a percentage. An unobstructed window will achieve a maximum level of 40% VSC. The BRE guide advises that if the VSC is greater than 27% then enough skylight should still be reaching the window of the existing window. If the VSC is both less than 27% and less than 80% of its former value, occupants of the existing building will notice the reduction in the amount of skylight. However, the Guidance makes clear that these values are advisory and paragraph 2.2.1 an area viewed against other site layout constraints.'
- 7.13 No Sky-Line NSL measures the distribution of daylight within a room. It indicates the point in a room from where the sky cannot be seen through the window due to the presence of an obstructing building. The NSL method is a measure of the distribution of daylight at the 'working plane' within a room. In houses, the 'working plane' means a horizontal 'desktop' plane 0.85 metres above floor level. This is approximately the height of a kitchen work surface. The NSL divides those areas of the working plane in a room which receive direct sky light through the windows from those areas of the working plane which do not. For houses, the rooms to be assessed should include living rooms, dining rooms and kitchens. Bedrooms should also be analysed, although in terms of NSL they are considered less significant in terms of receiving direct sky light. Development will affect daylight if the area within a room receiving direct daylight is less than 80% of its former value.
- 7.14 The Average Daylight Factor (ADF) involves values for the transparency of the glass, the net glazed area of the window, the total area of room surfaces, their colour reflectance and the angle of visible sky measured from the centre of the window. This is a method that measures the general illumination from skylight and considers the size and number of windows, room size, room qualities and room use. The BRE test recommends an ADF of 5% for a well day lit space or 2% for a partly day lit space. The minimum standards for ADF recommended by the BRE for individual rooms are 2% for kitchens, 1.5% for living rooms and 1% for bedrooms. However, the BRE guide (Appendix F) states that 'Use of the ADF for loss of light to existing buildings is not generally recommended' and, therefore, the report does not include an ADF assessment.

7.15 To assess loss of sunlight to an existing building, the BRE guidance suggests that all main living rooms of dwellings and conservatories should be checked if they have a window facing within 90 degrees of due south. The guidance states that kitchens and bedrooms are less important, although care should be taken not to block too much sun. The Annual Probable Sunlight Hours (APSH) predicts the sunlight availability during the summer and winter for the main windows of each habitable room that faces 90 degrees of due south. The summer analysis covers the period 21 March to 21 September, the winter analysis 21 September to 21 March. The BRE Guidance states a window may be adversely affected if the APSH received at a point on the window is less than 25% of the annual probable sunlight hours including at least 5% of the annual probable sunlight hours during the winter months and the percentage reduction of APSH is 20% or more.

7.16 The applicant submitted a Daylight and Sunlight Report which assesses the impacts on the closest existing habitable rooms in the adjacent surrounding properties including 1 Hugon Road, 2-4 Hugon Road, 314 Wandsworth Bridge Road, Bridge Studios and Barton House.

No.1 Hugon Road,

7.17 This property includes windows at ground and first floor in the rear elevation and first floor windows in its eastern flank facing the site. Only the rear elevation windows served a habitable room, whilst the side windows serve non-habitable rooms (bathrooms). In terms of BRE the proposals would be fully compliant with BRE targets.

Nos. 2-4 Hugon Road

7.18 The opposing windows assessed are mainly front bay windows. In terms of VSC, 3 ground floor bay windows would achieve 0.74 which is slightly below the 0.8 target. In terms of NSL one ground floor window at No. 2 falls marginally short, retaining 73% rather than the target 0.8. Notably, BRE guidance makes clear that in urban the guidance should be applied flexibly and in these circumstances the proposals are considered acceptable in respect of VSC.

7.19 For sunlight, all the tested windows exceed more than the 25% APSH annually and more than 5% in winter which is fully compliant.

314 Wandsworth Bridge Road

7.20 In terms of VSC, 1 first-floor bedroom window (W6) would experience a negligible shortfall at 0.76 and an NSL of 0.79 which would be imperceptible. For sunlight, all tested windows meet APSH targets.

Bridge Studios

- 7.21 Regarding VSC, 2 first floor windows would achieve 0.44 and 0.66; these windows would serve a LKD and a bedroom. Notably, the LKD would have several rooflights that would provide additional light to mitigate the reduced light from the windows. Overall, the retained levels of daylight and sunlight are considered acceptable for an urban context, and the proposal would not result in a material loss of amenity to the future occupiers of Bridge Studios.

Barton House

- 7.20 This property is some 45m east of site and due to this separation distance, the proposals would have no material impact in terms of daylight or sunlight.

Conclusion on Daylight and Sunlight

- 7.21 All neighbouring properties assessed have been tested in accordance with the latest BRE 2022 guidance. The submitted report confirms that all relevant windows and rooms either meet or comfortably exceed the BRE recommendations for both daylight and sunlight. Where minor deviations were recorded, these are marginal and limited to isolated windows. All tested windows meet the BRE criteria for Annual Probable Sunlight Hours (APSH), with no noticeable reductions in sunlight levels. The BRE standard for external amenity space is also met, with no significant overshadowing to neighbouring gardens. Officers have reviewed the submitted daylight/sunlight assessment and have no reason to disagree with its methodology or conclusions. Therefore, the proposal would not result in any undue harm to the daylight or sunlight enjoyed by neighbouring occupiers.
- 7.22 In view of the above, the proposals would accord with London Plan D6, Local Plan Policies HO11, DC1 and DC2.

Privacy

- 7.23 Key Principle HS7 of the Planning Guidance SPD requires a minimum separation distance of 18m between directly facing windows within a 60-degree arc, to safeguard privacy.
- 7.24 The proposed openings and balconies along Hugon Road and Wandsworth Bridge Road would broadly reflect the existing street-facing conditions and maintain similar relationships and separation distances to neighbouring buildings. As such, any privacy impacts would be mutual and typical of a dense urban setting.
- 7.25 In terms of No. 1 Hugon Road, the windows in its eastern elevation are either non-habitable rooms or obscure-glazed secondary openings; there would be loss privacy impacts to that property.

- 7.26 Unit 3 of the proposed development includes first floor windows that would be obscure glazed to prevent overlooking to the opposing first floor windows at Bridge Studios; this would be secured by conditions.
- 7.27 Along western/ rear boundary, all the proposed balconies above ground floor would include 1.7m high privacy screens and this is secured by condition. The roof terraces at roof level for units 1 and 2 do not include privacy screens as these are satisfactorily set back from the edge of the roof by approximately 4.5m and would thereby avoid loss of privacy.

Conclusion on Privacy

- 7.28 Overall, none of the opposing residential properties would experience a significant loss of privacy because of harmful actual and perceived overlooking from the proposed development. The proposals therefore accord with Policy HO11 and Key Principles HS7 and HS8 of the Planning Guidance SPD.

Noise

- 7.29 Key Principle HS8 of the 'Planning Guidance' SPD requires all residential roof terraces to be limited to no more than 15sqm to restrict the way it is used in terms of number of people who can use it and the activities it can be used for. All the proposed balconies would have an individual size below 15sqm which meets the SPD guidance.
- 7.30 While the proposed roof terraces at roof level exceed the 15sqm guidance set out in Key Principle HS8, the site context, design treatment and spatial relationships with neighbouring properties are such that no unacceptable impacts in terms of noise, overlooking or loss of privacy would occur. The terraces are located at upper level, are well separated from sensitive boundaries, and benefit from robust perimeter screening. Given the site's location near a Key Local centre and on a high street, the provision of larger private terraces is considered acceptable and would support the delivery of high-quality family-sized residential accommodation, in accordance with Local Plan Policies DC1, DC2, HO11 and CC11.
- 7.31 Regarding noise during the construction phase, conditions and informatives would be attached to secure the submission of details for plans to control and limit potential nuisance during this phase.

Conclusion on Noise

- 7.32 It is considered that the proposed development would not result in any undue noise impact on residential occupiers. As such, the scheme accords with Local Plan Policies CC11 and CC13, as well as Key Principle HS8 'Planning Guidance' SPD.

General Conclusion on Neighbouring Amenity

- 7.33 Overall, 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, noise and disturbance. In this regard, the proposed development complies with Policies DC1, DC2, HO11, CC11 and CC13, and relevant housing and amenity Key Principles of the 'Planning Guidance' SPD (2018).

8. TRANSPORT AND HIGHWAYS

- 8.1 Paragraph 115 of the NPPF states that in assessing applications for development, it should be ensured that sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location and that safe and suitable access to the site can be achieved for all users.
- 8.2 Paragraph 116 states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, considering all reasonable future scenarios. Policies T1-T7 of the London Plan set out that all development should make the most effective use of land, reflecting connectivity and accessibility by existing and future public transport, walking and cycling routes, and ensure that any impacts on London's transport networks and supporting infrastructure are mitigated. These policies also provide cycle and parking standards.
- 8.3 Local Plan Policy T1 sets out the Council's intention to 'work with strategic partners to improve transport provision, accessibility and air quality in the borough, by improving and increasing the opportunities for cycling and walking, and by improving connections for bus services, underground, national and regional rail'.
- 8.4 Local Plan Policy T2 relates to transport assessments and travel plans and states "All development proposals would be assessed for their contribution to traffic generation and their impact on congestion, particularly on bus routes and on the primary route network". Local Plan Policies T3, T4, T5 and T7 relate to opportunities for cycling and walking, vehicle parking standards, blue badge holders parking and construction logistics.
- 8.5 The above policies are supported by Key Principles TR1, TR4, TR7, TR21 and TR27 of the 'Planning Guidance' SPD. Local Plan Policy CC7 sets out the requirements for all new developments to provide suitable facilities for the management of waste.

Car Parking

- 8.6 Policy T4 of the Local Plan 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 or in locations where the PTAL rating is 2 or lower (TfL's public transport accessibility level). Policy T6 of the London Plan states that car-free development should be the starting point for all development proposals in places that are (or are planned to be) well-connected by public transport.
- 8.7 The site has a PTAL rating of 2 meaning it has below average access to frequent public transport options. However, to avoid exacerbating existing levels of parking stress and congestion, and to help with air quality improvement from vehicle emissions, officers consider that car parking permit restrictions for future occupants of all the 9 proposed residential units would be required. This will be secured by a legal agreement to prevent parking permits eligibility within all of the borough's Controlled Parking Zones, except for those in possession of a blue badge for disabled parking.

Cycle Parking

- 8.8 Policy T1 of the Local Plan 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 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.
- 8.9 The proposed development includes 24 long-stay cycle parking spaces. These will be provided within a secure, internal cycle store located on the ground floor of the building. The internal store layout is shown in the ground floor plan, with racks arranged to ensure accessibility and security. The Transport Statement confirms that access to the cycle store will be step-free, facilitating easy entry from the street or residential entrance. The proposed provision is considered appropriate for the size, location, and mixed-use nature of the scheme.
- 8.10 The Council's Transport and Highways Team have reviewed the application and stated that the proposed long stay cycle storage for both the residential and commercial elements of the development is in compliance with London Plan policy and LCDS guidance. Full details, including manufacturers specification, should be secured by condition. Short stay provision is proposed on the corner of the site (at the junction of Wandsworth Bridge Road with Hugon Road), as the building line is being set back, the Council wants to ensure that this is kept

obstruction free and should support a wider footway. Therefore, full details of short stay provision are also required by condition.

Refuse, Recycling and Servicing

- 8.11 The scheme proposes a shared refuse and recycling store for both the residential and commercial elements. The bin store is located internally at ground floor level, close to the main access points, enabling ease of collection. It will include separate containers for general waste, dry recyclables and food waste (if required by the Council's collection policy). The refuse store is designed to comply with the Council's guidance in terms of bin sizes and quantity, distance to collection point (kept within 10m), access, ventilation, and hygiene considerations.
- 8.12 Servicing for both the residential and commercial uses (including refuse collection, deliveries, etc.) will occur from Hugon Road, which is a side street off Wandsworth Bridge Road. This location allows for safe access without obstructing the main road, manoeuvring space for refuse trucks and delivery vehicles, step-free access to the refuse store. The Transport Statement confirms that servicing demand is expected to be low, due to the scale of development. No new vehicle access or loading bay is required in this case. Refuse and delivery vehicles can safely stop on-street, in line with existing local arrangements.
- 8.13 The Council's Transport Officer has stated there is a need to secure a Delivery and Servicing Management Plan by condition, as well as a monitoring fee of £3,000 per year (years 1,3 and 5). An additional contribution of £XXX towards future review of the CPZ is also requested. The contribution is required as a mitigation measure towards providing additional loading only facilities within the vicinity of the site, should it be determined necessary at a later stage by the Council. The detailed Delivery and Servicing Plan (and associated monitoring fee) will provide the required information on this.
- 8.14 Given that servicing activity for the development is proposed to take place on the Public Highway, concerns are raised surrounding capacity of existing on-street loading facilities. Although it is noted that the proposals include undertaking deliveries and waste collection from Hugon Road, potential changes in delivery patterns once the development is operational, or cumulative impacts from adjacent developments and other Highways schemes may arise, which may alter parking dynamics and loading capacity in the area. This is a forward-looking mitigation measure that intends to ensure that the development remains acceptable in planning terms over time, particularly as conditions evolve. It is a precautionary and proportionate response to mitigate future adverse impacts that cannot be fully quantified at this stage but are reasonably foreseeable. As such, it is considered that this contribution is both necessary and reasonable.

Construction Logistics/Management Plan

- 8.15 In order to assess and minimise the impact of the construction of the proposed development on the local highway network, the submission of a Construction Logistics Plan is required to include the numbers, size and routes of construction vehicles, provisions within the site to ensure that all vehicles associated with the construction works are properly managed, washed and cleaned to prevent the transfer of mud and dirt onto the highway/footway. It would also require the covering of other matters relating to traffic management to be agreed with the Network Management and the Permit Coordinators of the Council.
- 8.16 An outline CLP has been submitted but does not provide any indicative proposals in terms of where large vehicles would be able to load/unload/access for the purposes of construction. A detailed CLP is required pre-commencement, and given the sensitivity of the site's location, an associated monitoring fee of £3,000 per year until completion is also required. This accounts for officer time in ensuring that approved developments are being constructed in line with approved CLPs.
- 8.17 Subject to a condition securing a detailed CLP, officers consider that the proposals would not unduly impact the local highway network during the construction phase.

Trip Generation

- 8.18 The Transport Statement includes a trip generation assessment based on data from the TRICS database. The development proposes 9 residential units and a ground floor flexible Class E unit. The assessment estimates that the residential element would generate approximately 50 two-way person trips per day, with peak hour flows of 4–5 trips in both the morning (08:00–09:00) and evening (17:00–18:00) periods.
- 8.19 Trip distribution is expected to be heavily weighted towards walking, cycling and public transport, in line with the site's public transport accessibility and its location within a highly accessible area on a high street. The commercial unit is expected to generate approximately 60 two-way daily person trips, subject to the nature of end use. Servicing and customer trips are anticipated to be low in volume, with most users accessing the site on foot or by bike.
- 8.20 Given the car-free nature of the proposal and the availability of high-frequency public transport services, the level of trip generation is not considered to result in any material impact on the capacity or operation of the surrounding highway network. The proposals are therefore in accordance with London Plan Policy T1 and relevant Local Plan policies promoting sustainable travel.

S278 Agreement

- 8.21 The applicant is required to enter a s278 agreement to facilitate required works to the highway surrounding the site. The Transport Statement provides road safety data / Killed or Seriously Injured (KSI) data which shows 16 collisions total outside the site in 5 years leading up to 2022, 3 of which were serious. In line with London Plan policy T1, resurfacing of footways surrounding the site and improvements to crossing facilities in proximity of the site. A highway's agreement will be entered prior to occupation of the development to secure the payment for the agreed highway works necessitated by the development. The highway works will be carried out by the Council.

Conclusion on Transport and Highways

- 8.22 Overall, there are no objections to the proposed development from a transport and highways perspective. Therefore, subject to the outlined conditions, the scheme would accord with the relevant transport policies of the London Plan and the Local Plan.

9. ENVIRONMENTAL CONSIDERATIONS

Flood Risk / Sustainable Drainage (SuDS)

- 9.1 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.
- 9.2 London Plan Policy SI 12 states that development proposals should ensure that flood risk is minimised and mitigated, and that residual risk is addressed. Policy SI 13 sets out the same requirement and additionally states that proposals for impermeable surfacing should normally be resisted unless they can be shown to be unavoidable and that drainage should be designed and implemented to address water efficiency, water quality, biodiversity and recreation.
- 9.3 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.
- 9.4 The site lies within a Flood Risk Zone 3 with high residual risk of flooding and the application is submitted with a Flood Risk Assessment report. The site is not in a surface water flooding hotspot. Although defended from flood risk from the Thames, in a breach event or if the defences were over-topped, the site could be impacted by flood water (2100 scenario). The FRA recommends inclusion of measures in the design of the ground floor uses to mitigate flooding, in line with the Governments guidance document on Improving the Flood Performance of New Buildings.

- 9.5 The Council would expect flood resilience measures to be integrated into the ground floor uses, but there would be no need for measures to be included in the flats above as their finished floor levels are well above the level that could be affected by flood water. With regards to the ground floor, there may be ways for this floor and its uses to be designed to mitigate the potential impacts of flooding and to enable higher levels of flood resilience. The inclusion of measures is a recommendation in the FRA, further details or examples of the measures to be integrated is required and can be conditioned for the submission of a revised FRA.
- 9.6 With regards to sustainable drainage measures, SuDS in the form of green roofs, permeable paving and below ground storage attenuation crates are proposed, with a discharge rate to the sewer of 1 l/s. This is slightly above greenfield rate, but it represents an improvement of around 95% for the current site in a major storm event. The permeable paving looks to be provided in the garden area. More details for the green/living roofs can also be conditioned, in particular to seek an opportunity to collect rainwater for re-use and ensure any discharge can be managed via rain gardens. Water efficiency issues have been covered in the Energy and Sustainability Statement.
- 9.7 The Environment Agency was also consulted on this application and raised no objection subject to informatives to the applicant on the decision notice.

Climate Change / Sustainability

- 9.8 London Plan Policy SI 2 states that major development should be net zero-carbon by reducing greenhouse gas emissions in operation and minimising both annual and peak energy demand.
- 9.9 Local Plan Policies CC1 and CC2 of the Local Plan (2018) require the implementation of energy conservation measures and the integration of sustainable design and construction measures in all major developments. In line with the Climate Change SPD, the Council also encourages the implementation of sustainability measures such as energy efficiency and carbon curbing measures to address the climate emergency declared by the Council in 2019.
- 9.10 The scheme is considered major development; therefore, the applicant has submitted an Energy and Sustainability Statement to show compliance with local and regional policies on these issues. In this instance, the proposed development incorporates measures to minimise greenhouse gas emissions, promote energy use from renewable sources and reduce energy consumption, as well as to promote water efficiency.
- 9.11 Whilst the Energy and Sustainability Statement notes that the scheme is not a major development, the proposed quantum of floorspace exceeds 1,000sqm, and as such, the scheme constitutes a major development under the Town and

Country Planning (Development Management Procedure) Order 2015. It is therefore subject to the net zero carbon requirements of the London Plan (Policy SI 2) and the relevant Local Plan policies. The submitted assessment outlines a number of energy efficiency measures, including enhanced fabric performance, high-efficiency lighting, and the use of Air Source Heat Pumps (ASHP) and roof-mounted solar PV panels.

- 9.12 Based on the current design, the residential element is expected to achieve a 71% reduction in CO₂ emissions against the Building Regulations baseline, while the non-residential component achieves a 49% reduction. These figures exceed the overall 35% minimum London Plan target. However, clarification is required on the proportion of carbon savings attributable specifically to energy efficiency measures (as distinct from renewables), to demonstrate that the 10% (residential) and 15% (non-residential) fabric-first thresholds have been met, as required for major schemes.
- 9.13 A carbon offset payment in lieu should also be calculated and presented to ensure that the development achieves net zero carbon, in accordance with Policy SI 2 of the London Plan. The Statement includes an overheating risk assessment, which concludes that overheating has been largely mitigated through passive measures. However, the report references both natural ventilation via openable windows and the potential for whole-house mechanical ventilation with heat recovery (MVHR), depending on final design.
- 9.14 Clarification over whether individual ASHP units are proposed for each residential unit or whether a communal system is intended can be conditioned for further details, particularly in relation to future maintenance and operational efficiency. Other sustainability measures include proposals for water efficiency (limiting internal water use to less than 105L per person per day), use of BRE Green Guide A-rated materials, and waste minimisation and recycling strategies during construction and occupation. Although not covered in detail in the report, separate supporting documents have been submitted to address air quality, noise, transport, and urban greening.
- 9.15 In light of the above, further information is required in relation to the energy strategy and carbon offsetting. As such, officers recommend that any approval is subject to conditions or legal obligations requiring clarification of energy efficiency contributions, confirmation of heating system specification and submission of a final carbon offset calculation and payment in lieu.

Contamination

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

- 9.17 Potentially contaminative land uses (past or present) have been identified at, and or, near to this site. The Council's Land Contamination Team have been consulted and suggested a number of conditions 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 the Local Plan (2018) and key principles LC1 to LC7 of the 'Planning Guidance' Supplementary Planning Document (2018).

Air Quality

- 9.18 NPPF 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 Council's Air Quality Action Plan 2025-2030 was approved and adopted by the Council on the 16th of December 2024.
- 9.19 The site is in an area of existing poor air quality as defined in para. 9.14 of the London Plan. Sensitive residential future on-site receptors for the development site would be impacted by vehicle emission from Wandsworth Bridge Road (A217). The Council's Air Quality Team have been consulted and recommended several conditions to provide mitigations for poor localised air quality for future residents at the development site. It is also requested that an air quality conditions compliance monitoring contribution of a minimum payment of £5000 per annum until completion of the development is included in a Section 106 Agreement.

Ecology and Urban Greening

- 9.20 Policy OS5 states that the Council will seek to enhance biodiversity and green infrastructure in the borough by:
- a. maximising the provision of gardens, garden space and soft landscaping, seeking green or brown roofs and other planting as part of new development;
 - b. protecting back, front and side gardens from new development and encouraging planting in both back and front gardens;
 - c. seeking to prevent removal or mutilation of protected trees;
 - d. seeking retention of existing trees and provision of new trees on development sites; and
 - e. adding to the greening of streets and the public realm;
 - f. making Tree Preservation Orders where justified in the interests of amenity.
- 9.21 The applicant has claimed exemption from Biodiversity Net Gain stating that the proposal would not impact on a priority habitat of more than 25sqm, where the definition of impact is "if the development decreases the biodiversity value of that area". The Council's Ecology Officer has reviewed the application and disagreed with this claim as there is evidence of plant life and vegetated urban land at the site.

- 9.22 As such conditions requesting an Overall Biodiversity Gain Plan, Phase Habitat Management and Monitoring Plan and Landscaping have been recommended. No concerns are raised on the Urban Greening Factor Calculator given the current status of the site (vacant and partially cleared).

Fire Safety

- 9.23 London Plan Policy D5 requires development proposals to be “designed to incorporate safe and dignified emergency evacuation for all building users. In all developments where lifts are installed, as a minimum at least one lift per core (or more subject to capacity assessments) should be a suitably sized fire evacuation lift suitable to be used to evacuate people who require level access from the building.”
- 9.24 London Plan Policy D12 (B) requires a Fire Statement for all major development. Accordingly, a Fire Safety Strategy (which incorporates requirements of the evacuation lift guidance where including a lift core) is required to be submitted with any future planning application.
- 9.25 The Health & Safety Executive (HSE) Planning Gateway One have been consulted but stated that the proposal does not meet the height condition of Planning Gateway One in terms of being a relevant building, which includes two or more dwellings or educational buildings meeting a height condition of 18m or more, or 7 or more storeys. As such, the proposed development falls beyond the remit of Planning Gateway One.

10. COMMUNITY INFRASTRUCTURE LEVY / PLANNING OBLIGATIONS

Mayoral and Local CIL

- 10.1 In this case, the proposed development would be liable to pay Community Infrastructure Levy (CIL) at both the mayoral and borough levels. The Mayoral CIL (MCIL2) rates are applicable to all planning permissions granted from 1 April 2019. The Mayor expects the Council, as the collecting authority, to secure the levy in accordance with London Plan Policy DF1. This development would be subject to a London wide community infrastructure levy. This development is liable for an estimated Mayoral CIL of approx. £92,080 (excluding indexation).
- 10.2 The Council's Community Infrastructure Levy (CIL) is also a charge levied on the net increase in floorspace arising from development in order to fund infrastructure that is needed to support development in the area. The CIL Charging Schedule formally took effect from 1st September 2015. This development is liable for an estimated Borough CIL of approx. £391,600 (excluding indexation).

S106 Heads of Terms

- 10.3 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'.
- 10.4 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.
- 10.5 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.
- 10.6 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 with the scale and type of development proposed. A Section 106 agreement is therefore required to ensure the proposed development is in accordance with the statutory development plan and to secure the necessary infrastructure to mitigate the needs and impacts of the proposed development.
- 10.7 In view of the fact the Section 106 agreement will be the subject of extended negotiations, officers consider that circumstances may arise which can 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.
- 10.8 The applicant is expected to agree to enter into a legal agreement with the Council to which would include the following site-specific items:
- 1) Restriction of on-street car parking permit in borough CPZs save for blue badge holders (disabled parking);
 - 2) Enter into a S278 Agreement to fund any necessary highway works arising from the development to the footway on Hugon Road;
 - 3) Deliveries & servicing monitoring fee of £3,000 per year (years 1,3 and 5);
 - 4) A £15,000 contribution towards future review of the CPZ;
 - 5) AQDMP Compliance monitoring of £5000 per annum for the construction phase of the development;

- 6) CLP Monitoring of £3,000 per annum;
- 7) At least 10% of the total number of people employed during the construction of the development and 20% during end-use are local (H&F) residents, including:
 - Apprenticeships
 - 3 paid work experience placements lasting at least 6 months
 - 1 unpaid work experience placements for local (H&F) residents and students of local (H&F) schools lasting at least 4 weeks
 - Local (H&F) businesses are procured in the supply chain of the construction of the development to a value of at least 10% of the build cost
 - A commitment to sign up to the Council's Upstream Pathway Bond, a broad menu of opportunities to help businesses play a meaningful role in supporting the local community in which they operate – and to encouraging end-users of the development to do so.
 - None of these contributions are double counted with any social value contributions committed by a procured developer as part of the procurement process
- 8) Carbon offset payment: £25,861 for the residential element and £20,286 for the non-residential.
- 9) A commitment to meet the costs of the Council's associated legal fees.

11. CONCLUSION

- 11.1 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.
- 11.2 In the assessment of the application regard has been given to the NPPF, London Plan, and Local Plan policies as well as relevant guidance.
- 11.3 In summary, the proposals would contribute toward an identified housing need and local housing target by optimising an existing site capacity, that would include a commercial unit which provides local employment and support the high street and nearby Key Local Centre. This is supported in principle.
- 11.4 The proposed development is acceptable in visual terms and is considered to be of a good quality of design which would not adversely impact upon the setting of the adjacent Conservation Area. Subject to conditions, the proposals would not result in unacceptable impacts upon the amenities of neighbouring residential properties. Highways, transportation and environmental matters have also been satisfactorily addressed and will be subject to conditions and legal agreements. 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) Supplementary Planning Document.

- 11.5 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.
- 11.6 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.

12. RECOMMENDATION

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