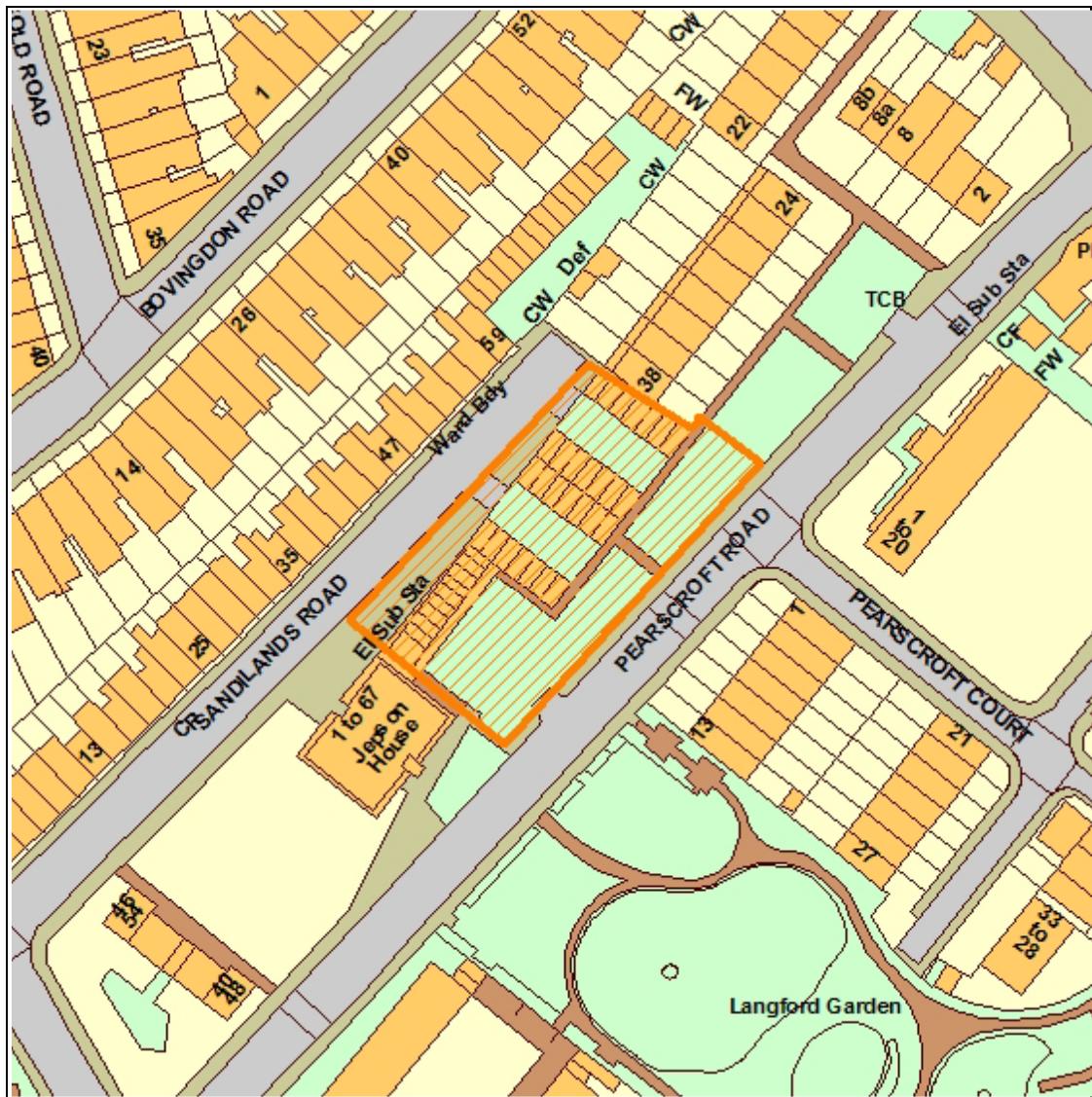


Ward: Sands End

Site Address:

Land Between Sandilands Road And Pearscroft Road To The East Of Parsons Green Fulham London



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For identification purposes only - do not scale.

Req. No:
2025/02143/FR3

Case Officer:
Tom Scriven

Date Valid:
14.08.2025

Conservation Area:

Committee Date:
20.01.2026

Applicant:

London Borough Of Hammersmith And Fulham
C/O Agent 21 Soho Square London W1D 3QP

Description:

Demolition of the existing garages and sheds, redevelopment of the site comprising the erection of part four, part five storey building to provide 38no self-contained residential flats (Class C3); installation of solar panels, green roofing and air source heat pumps with acoustic enclosure at roof level; removal of existing dropped kerb on Pearscroft Road, erection of cycle stores and associated external landscaping.

Drg Nos:

Application Type:

Full Regulation 3 - LBHF is Developer

Officer Recommendation:

- 1) That the Committee resolve that the Director of Planning and Property be authorised to grant 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, 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:

Time Limit

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

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

Approved Plans

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

Landscape Ground Floor General Arrangement - PEA-PRP-ZZ-00-DG-L-02000
Rev P01

Landscape Roof Level General Arrangement PEA-PRP-ZZ-04-DG-L-02001 Rev
P01

Landscape Level 04 General Arrangement PEA-PRP-ZZ-04-DG-L-02011 Rev P01

Proposed Site Plan PEA-PRP-ZZ-ZZ-SK-A-08302 Rev P03

Proposed Ground Floor PEA-PRP-ZZ-00-DG-A-08000 Rev P03

Proposed First Floor PEA-PRP-ZZ-01-DG-A-08001 Rev P02

Proposed Second Floor PEA-PRP-ZZ-02-DG-A-08002 Rev P02

Proposed Third Floor PEA-PRP-ZZ-03-DG-A-08003 Rev P02

Proposed Fourth Floor PEA-PRP-ZZ-04-DG-A-08004 Rev P02

Proposed Roof Plan PEA-PRP-ZZ-RF-SK-A-08005 Rev P03

Proposed Elevations - SW and SE PEA-PRP-ZZ-ZZ-DG-A-08100 Rev P02

Proposed Elevations - NE and NW PEA-PRP-ZZ-ZZ-DG-A-08101 Rev P02

Proposed Sections PEA-PRP-ZZ-ZZ-DG-A-08220 Rev P03

Arboricultural Impact Assessment Ref:SHA 1710

Energy Strategy Ref:PEA-WP3-XX-XX-RP-J-6000

Fire Statement AF4249 Rev 02

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

Materials

3) Prior to commencement of the relevant part of the works, details of the external facing materials (including manufacturer's specifications, photographs and/ or a physical sample) shall be submitted to, and approved in writing by the Council.

The development shall be carried out and completed in accordance with the approved details. The development shall be permanently retained in accordance with the approved details.

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

Trees

4) The development hereby approved shall be carried out in accordance with the approved Arboricultural Impact Assessment (Ref: SHA 1710) and in particular the Tree Protection Plan set out in Appendix 3 of the document. The tree protection measures shall be carried out in full for the duration of the construction works.

To ensure that retained trees are suitably protected and to prevent harm during the course of construction, in accordance with Policies DC1, DC8, OS2 and OS5 of the Local Plan 2018.

Air Quality Dust Management Plan (Demolition)

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

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

Air Quality Dust Management Plan (Construction)

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

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

Ventilation Strategy

- 7) 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 38 self-contained units (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 (PM2.5) - 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.
 - 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.

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.

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

Ventilation Compliance

- 8) Prior to occupation of the development hereby permitted, details of a post installation compliance report including photographic confirmation of the mitigation measures as included in the approved ventilation strategy as required by condition 7 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 a suitably accredited person. Approved details shall be fully implemented prior to the occupation/use of the development and thereafter permanently retained and maintained.

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

Zero-emission heat pumps

- 9) Prior to occupation of the Residential (Use Class C3) development hereby permitted, details of the Zero Emission MCS certified Air Source Heat Pumps to be provided for space heating and hot water for the 38 self-contained residential units shall be submitted to and approved in writing by the Local Planning Authority. Approved details shall be fully implemented prior to the occupation of the development and thereafter permanently retained and maintained.

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

Solar Panels

10) Prior to the occupation of the development hereby approved, full details of the PV panels to be installed on the roof of the building shall be submitted to and approved by the Local Planning Authority. The PV panels shall be installed in accordance with the approved details prior to occupation and permanently retained thereafter.

In order to maximise the use of PV panels on the roof and reduce reliance on carbon based energy sources in accordance with policy CC1 of the Local Plan (2018).

Delivery and Servicing Plan

11) Prior to occupation of the development hereby permitted, a Delivery and Servicing Plan (DSP) 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 for the lifetime of the development.

To ensure that satisfactory provision is made for delivery and servicing and to ensure that the amenity of occupiers of the development site and surrounding premises is not adversely affected by noise, in accordance with Policies T2 and T7 of the London Plan 2021 and Policies T2, CC11 and CC13 of the Local Plan 2018 and SPD Key Principle TR28 2018.

Piling

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

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

Sound Insulation – Flats

13) The sound insulation value DnT,w and L'nT,w shall be enhanced by at least 5dB above the Building Regulations value, for the floor/ceiling structures separating different types of rooms/ uses in adjoining dwellings. Approved details shall be implemented prior to occupation of the development and thereafter be permanently retained.

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

Plant Sound Insulation

14) The sound insulation value DnT,w for walls and floor/ceilings separating communal facilities/plant from dwellings shall be enhanced by at least 10dB above the Building Regulations value and, where necessary, additional mitigation measures implemented to contain noise within communal facilities/plant 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.

Plant Noise

15) The external sound level emitted from plant, machinery or equipment at the development hereby approved shall be lower than the lowest existing background sound level by at least 10dBA in order to prevent any adverse impact. The assessment shall be made in accordance with BS4142:2014 at the nearest and/or most affected noise sensitive premises, with all machinery operating together at maximum capacity.

To ensure that the amenity of occupiers of the 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.

Anti-vibration Mounts

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

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

Emergency Plant Noise

17) The external sound level emitted from standby or emergency plant at the development during power outages or testing shall not exceed the lowest daytime ambient noise level LAeq(15min) by more than 10dB in order to prevent any adverse impact. The assessment shall be made in accordance with BS4142:2014 at the nearest and/or most affected noise sensitive premises, with all machinery operating together at maximum capacity.

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

External Lighting

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

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

Contamination 19 to 24

19) 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 the Local Plan (2018) and key principles LC1 to LC7 of the Planning Guidance Supplementary Planning Document (2018).

20) 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 the Local Plan (2018) and key principles LC1 to LC7 of the Planning Guidance Supplementary Planning Document (2018).

21) 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 the Local Plan (2018) and key principles LC1 to LC7 of the Planning Guidance Supplementary Planning Document (2018).

22) 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 the Local Plan (2018) and key principles LC1 to LC7 of the Planning Guidance Supplementary Planning Document (2018).

23) 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 the Local Plan (2018) and key principles LC1 to LC7 of the Planning Guidance Supplementary Planning Document (2018).

24) 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 the Local Plan (2018) and key principles LC1 to LC7 of the Planning Guidance Supplementary Planning Document (2018).

Energy Statement

25) The development shall be carried out in accordance with the measures set out in the approved Energy Strategy Ref:PEA-WP3-XX-XX-RP-J-6000.

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

Cycle Storage

26) Prior to first occupation of the development hereby permitted, the secure cycle storage facilities have been provided in accordance with the approved plans. The cycle parking facilities shall thereafter be retained for the development hereby permitted and not used for any other purpose.

To ensure the suitable provision of cycle parking within the development to meet the needs of future site occupiers, in accordance with Policy T5 of The London Plan 2021 and Policy T3 of the Local Plan 2018.

Refuse Store

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

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

Number of Units

28) The total number of residential units (Class C3) hereby approved shall not exceed 38 residential units.

To ensure the development carried out does not exceed the cumulative maximum approved and to ensure the quantum of floor space keeps within the parameters assessed in relation to the development in accordance with the National Planning Policy Framework 2021, Policies D4, D5, D6, D7, D8, D9, HC1, SI 1 and G5 of the London Plan 2021 and Policies DC1, DC2, DC3 and DC8 of the Local Plan 2018.

Hoarding

29) Prior to commencement of the development hereby permitted, a scheme for temporary fencing and/or enclosure of the site shall be submitted to and approved in writing by the Local Planning Authority. The temporary fencing and/or enclosure shall thereafter be retained for the duration of the building works in accordance with the approved details.

To ensure a satisfactory external appearance and to prevent harm to the street scene and public realm, in accordance with Policies D1 and D8 of the London Plan 2021, Policies DC1, DC2 and CC12 of the Local Plan 2018 and Key Principles of the Planning Guidance SPD 2018.

Construction Logistics Plan

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

- a) site logistics and operations;
- b) construction vehicle routing;
- c) Details of the estimated number, size and routes of construction vehicles per day/week details of the use of Ultra Low Emission Zone (ULEZ) compliant Vehicles e.g. Euro 6 and Euro VI;
- d) details of the access and egress arrangements
- e) delivery locations on the site;
- f) details of any vehicle holding areas; and other matters relating to traffic management to be agreed as required
- g) Efficiency and sustainability measures to be undertaken for the works
- h) membership of the Considerate Contractors Scheme.

The works shall be carried out in accordance with the relevant approved CLP. Approved details shall be fully implemented and retained and maintained throughout the construction phase of the development.

To minimise the impacts of construction-related vehicle movements and facilitate sustainable construction travel to the site in accordance with Policies T1 and T6 of the Local Plan 2018.

Construction Management Plan

31) Prior to commencement of the development hereby permitted, a Construction Management Plan (CMP) shall be submitted to and approved in writing by the Council. The CMP shall provide details of how construction works are to be undertaken and shall include:

- a) A construction method statement which identifies the stages and details how works will be undertaken
- b) Details of working hours shall be limited to 08.00 to 18.00 Monday to Friday and 08.00 to 13.00 on Saturdays
- c) Details of plant and machinery to be used during construction works
- d) Details of waste management strategy
- e) Details of community engagement arrangements
- f) Details of any acoustic hoarding
- g) A temporary drainage strategy and performance specification to control surface water runoff and Pollution Prevention Plan (in accordance with Environment Agency Guidance);
- h) Details of external lighting; and
- i) Details of any other standard environmental management and control measures to be implemented.

The development shall be carried out in accordance with the approved details. Additionally, the site or Contractor Company must be registered with the Considerate Constructors Scheme. Proof of registration must be sent to the Local Planning Authority prior to any works being carried out.

To ensure that occupiers of surrounding premises are not adversely affected by noise, vibration, dust, lighting or other emissions from the building site in accordance with Policies SI 1, SI 8 and SI 10 of the London Plan 2021, and Policies DC1, DC2, CC6, CC7, CC10, CC11, and CC12 of the Local Plan 2018.

Drainage Strategy

32) Prior to the commencement of development an updated Drainage Strategy shall be submitted to an approved in writing by the Local Planning Authority. This shall include details of the rainwater harvesting measures, the green and green/blue roofs, the soft landscaping and permeable surfaces and attenuation tanks to demonstrate that any discharges to the sewer network are limited to no more than 2.5 l/s for all storm events up to the 1 in 100 year event + 40% climate change factor. Full plans of the Sustainable Drainage Systems (SuDS) shall also be provided showing how these connect into the drainage network and maintenance information for all features shall also be provided. The development shall be carried out and subsequently maintained in accordance with these approved details.

To reduce the impact of flooding in the area, in accordance with Policies SI 5 and SI 13 of the London Plan 2021 and Policy CC3 of the Local Plan 2018.

Aerial Details

33) Prior to first occupation of the development hereby approved, details of any aerials and satellite dishes for the relevant Building shall be submitted and approved in writing by the Local Planning Authority. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking or re-enacting that principal Order with or without modification), no additional aerials, antennae, satellite dishes or related telecommunications equipment shall be erected on any part of the relevant part of the development hereby permitted, without planning permission first being obtained.

To ensure that the visual impact of telecommunication equipment upon the surrounding area can be considered, in accordance with Policies DC1 of the Local Plan 2018.

Secure by Design

34) Prior to commencement of development above ground level, a statement of how 'Secure by Design' requirements are to be adequately achieved shall be submitted to and approved in writing by the Local Planning Authority. Such details shall include, but not be limited to: site wide public realm CCTV and feasibility study relating to linking CCTV with the Council's borough wide CCTV system, access controls and means to secure the site throughout construction in accordance with BS8300:2009. The development shall not be used or occupied until these measures have been implemented for that Building in accordance with the approved details, and the measures shall thereafter be permanently retained in this form.

To ensure that the development incorporates suitable design measures to minimise opportunities for, and the perception of crime and provide a safe and secure environment, in accordance with Policies DC1, DC2, DC3 and DC8 of the Local Plan 2018.

Landscape

35) Prior to the commencement of landscaping and public realm works, a Landscape & Public Realm Specification and Management Plan shall be submitted to and approved in writing by the Council for all landscaped areas. This shall include details of all species within the planting schedule, additional ecological initiatives such as but not limited to native species planting, bird boxes and log piles, and management responsibilities and maintenance schedules for all landscape areas. The planting schedule must not include any invasives, such as those included on the London Invasive Species Initiative. Regarding maintenance, the use of herbicides and pesticides should be entirely avoided with exception to tackling invasive species. The landscape management plan shall be implemented in accordance with the approved details and shall thereafter be permanently retained in this form.

To ensure that the development provides an attractive natural and visual environment in accordance with Policies D5, G1, G5, G6 and G7 of the London Plan 2021, and Policies DC1, DC8, OS2 and OS5 of the Local Plan 2018.

Playspace

36) Prior to first occupation of the development hereby permitted, a scheme detailing the size of the playspace, play equipment, boundary treatments and ground surface treatment of the outdoor play spaces shall be submitted to and approved in writing by the Local Planning Authority. Any play equipment will be designed to be fully inclusive to ensure the play areas are accessible to all and will be implemented in accordance with the approved plans, to be permanently retained thereafter.

To ensure equal life chances for all, and to prevent groups such as blind people and disabled children being excluded from use of public realm and other amenities by designs failing in detail to take specific needs into account, in accordance with Policy S4 of the London Plan 2021, and Policy OS3 of the Local Plan 2018.

Lifts

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

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

Fire Strategy

38) The development hereby permitted shall be carried out in accordance with the approved Fire Statement AF4249 Rev 02 and the building shall be retained and maintained in accordance with this strategy for the lifetime of the development.

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

Biodiversity Gain Plan

39) The development shall not commence until a biodiversity gain plan has been submitted to, and approved in writing by, the local planning authority.

The Biodiversity Gain Plan must show how BNG will be achieved and should be prepared in accordance with the completed BNG Metric Spreadsheet prepared by Arborterra Ltd on the 20th February 2025. The applicant should use the template supplied by DEFRA: Biodiversity gain plan - GOV.UK.

Where relevant, the biodiversity gain plan must include:

- information about the steps taken or to be taken to minimise the adverse effect of the development on the biodiversity of the onsite habitat and any other habitat;
- the pre and post development biodiversity value of the onsite habitat;
- any registered offsite biodiversity gain allocated to the development and the biodiversity and the biodiversity value of that gain in relation to the development;
- any biodiversity credits purchased for the development;
- plans of the existing and proposed habitats;
- a valid metric calculation attached in excel form, which demonstrates that the minimum 10% objective has been achieved; and
- any such other matters as the Secretary of State may by regulations specify.

When calculating the post-development biodiversity value of a habitat, the planning authority can only take into account an increase in biodiversity value post-development where it is satisfied that the habitat creation or enhancements delivering the increase will be maintained for at least 30 years after the development is completed. This must be secured either by a planning condition, planning obligation, or conservation covenant[1].

[1] Paragraph 14(2) of Schedule 7A TCPA 1990

To ensure the development delivers a biodiversity net gain on site 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.

Habitat Management Plan

40) The development shall not commence until a Habitat Management and Monitoring Plan (the HMMP), prepared in accordance with the approved Biodiversity Gain Plan has been submitted to, and approved in writing by, the local planning authority.

The HMMP should include:

- a non-technical summary;
- the roles and responsibilities of the people or organisation(s) delivering the HMMP;
- the planned habitat creation and enhancement works to create or improve habitat to achieve the biodiversity net gain in accordance with the approved Biodiversity Gain Plan;
- proposed habitat details including species composition, requirements to reach the condition detailed in the metric, distinctiveness and any additional features such as log piles;
- accompanying plans of the site boundary, baseline and proposed habitats, provided in GIS format;
- the management measures to maintain habitat in accordance with the approved Biodiversity Gain Plan for a period of 30 years from the completion of development; and
- the monitoring methodology and frequency in respect of the created or enhanced habitat to be submitted to the local planning authority.

Notice in writing shall be given to the Council when the HMMP has been implemented, and the habitat creation and enhancement works as set out in the HMMP have been completed.

The development hereby permitted shall not be occupied or used before:

- the habitat creation and enhancement works set out in the approved HMMP have been completed; and
- a completion report, evidencing the completed habitat enhancements, has been submitted to, and approved in writing by the Local Planning Authority.

The created and/or enhanced habitat specified in the approved HMMP shall be managed and maintained in accordance with the approved HMMP. Monitoring reports shall be submitted to the local planning authority in writing in accordance with the methodology and frequency specified in the approved HMMP.

To ensure the development delivers a biodiversity net gain on site 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.

Roof Terrace Management

41) Prior to occupation of the building a management plan for the use of the fourth floor roof terrace will be submitted to and approved in writing by the Local Planning Authority. This should include details of the access arrangements and any restriction on hours of use. It should also limit the use of this space to the usable area shown on the approved plans.

To protect the amenities of neighbouring occupiers in terms of noise, overlooking and privacy in accordance with Policy HO11 of the Local Plan (2018).

Justification for Approving the Application:

1) The principle of development is acceptable, the loss of open space would be suitably reprovided on site. The proposal would contribute towards the quantity of the borough's market and affordable housing stock. The proposal is acceptable in visual terms and is considered to be of a high quality of design and acceptable with regards to the impact upon heritage assets. Subject to conditions the proposal would not result in unacceptable impacts upon the amenities of neighbouring residential properties. The new residential units comply with the relevant standards and provide a good quality of accommodation for the new occupants. Highways, transportation and environmental matters including energy and sustainability, ecology, flood risk, air quality and land contamination have also been satisfactorily addressed and will be subject to conditions and a legal agreement. In these respects, the proposals comply with the relevant policies of the NPPF (2024), the London Plan (2021), the Local Plan (2018) and the relevant Key Principles within the Planning Guidance Supplementary Planning Document (2018).

1.0 SITE DESCRIPTION

1.1 The application site covers an area of approximately 0.2 hectares and is predominantly hard surfaced, comprising existing storage blocks, car parking, and a small fenced grassed amenity area that extends beyond the site to the northeast.

1.2 The site is located between Pearscroft Road and Sandilands Road, both of which connect to Wandsworth Bridge Road to the east of Parsons Green. Sandilands Road is a cul-de-sac serving a row of dwellings and providing access to a garage block north of the site, while Pearscroft Road runs northeast past the site towards Bagley Lane.

1.3 The northeastern boundary adjoins mid-century dwellings (Nos. 16–38 Pearscroft Road), with No. 38 directly abutting the site. A fenced grassed amenity strip runs through the site and beyond, forming a green frontage to five dwellings on Pearscroft Road, which are set back from the street. Further northeast, this amenity area transitions to parking for these properties.

- 1.4 The southeastern boundary fronts Pearscroft Road, with the site abutting the pavement and linear on-street parking. Beyond Pearscroft Road lies the entrance to William Parnell Park, a substantial local green space providing a range of play and recreational facilities for nearby residents. The park includes designated play areas for ages 0–5 and 5–12+, as well as a grassed area for informal play and sports. It is flanked by two- and three-storey dwellings and the Pearscroft Estate, which comprises residential blocks of three and five storeys.
- 1.5 To the southwest, there is Jepson House, a prominent 18-storey residential tower dating from the 1960s, which forms a dominant feature within the local townscape. The northwestern boundary adjoins the rear gardens of Nos. 16–38 Pearscroft Road and a garage block accessed from Sandilands Road.
- 1.6 In the wider context, the site is approximately 650m from the River Thames at Imperial Wharf, 500m from Imperial Wharf Station served by overground and rail, 750m from Parsons Green Station served by underground services, with Fulham Broadway to the north about 15 minutes away. The site is accessed via Pearscroft Road and Sandilands Road and benefits from good public transport connectivity, with bus routes 28, 295, and 424 serving the area. As a result, the site has a PTAL rating of 3/4.
- 1.7 The application site is not located within a Conservation Area, however Studdridge Street Conservation Area is located on the opposite side of Sandilands Road. The site is also located within Flood Zone 3.

2.0 RELEVANT PLANNING HISTORY

- 2.1 The relevant planning history is set out below:
- 2.2 In 2016 planning permission was granted (2016/01960/FR3) for the demolition of the existing structures and redevelopment of the site to provide 33 dwellings. Permission not implemented.
- 2.3 In 2024, preapplication advice was sought on a scheme to provide 38 residential units, including affordable housing. Officers raised the following key issues:
 - Impact upon neighbouring amenity including light/outlook and privacy (particularly from shared roof terrace)
 - Change to ground floor layout, particularly to optimise position of ancillary spaces such as bike and bin stored and to improve circulation within the building
 - Provision of suitable light to proposed units
 - Articulation of the façade.
 - The proposals need to include a full assessment of residential amenity in terms of privacy, outlook, and daylight and sunlight.
 - Potential conditions

Design Review Panel

2.4 The scheme was also subject to review by the Design Review Panel (DRP), at pre-application stage. With the primary comments and recommendations of the panel including:

- Consider whether the location of the building could be reviewed to reduce impacts upon adjacent properties.
- Review the layout of the scheme to improve quality of individual dwellings and usability of external communal spaces. Explore ways to improve sunlight access for roof terrace and recessed flats on northern side of building.
- Reviewing the architectural quality of the scheme, to give either a vertical or horizontal emphasis to the development, reviewing ground floor elevations to reduce blank frontages and extent of visual dominance by servicing areas, bin/cycle stores.
- Review landscaping proposals to ensure that opportunities to enhance Sandilands Road are achieved, and limit potential for antisocial behaviour.

Officer comment – officers have worked with the design team to review and incorporate the suggested changes to the scheme ahead of planning submission. Where achievable comments have helped to evolve the scheme design. Some changes have not been implemented due to issues in relation to their impacts upon the continued amenity of existing properties, and the balance to upgrade local routes and connections. Revisions to the internal layouts, design of private/communal external areas, alongside the architectural approach of the scheme have been taken forward.

Inclusive Design Review Panel

2.5 The proposals were also considered by the Inclusive Design Review Panel (IDRP) at pre-application stage. The comments on the scheme were as follows:

- Welcomed the proposal for a roof-level amenity space accessible to residents of all tenures.
- The landscaped space between the new building and Jepson House was positively received, with its accessible and intergenerational design noted as a strength.
- Engagement with disabled residents, including feedback via Action on Disability and other local residents, was acknowledged and supported.
- Although no on-site parking is proposed, local surveys indicate low parking stress; provision for Blue Badge holders through local on-street spaces was noted.
- The panel suggested ensuring the refuse store is well ventilated and maintained to encourage proper use and avoid refuse being left at entrances.
- It was suggested that the design team review whether bulk storage provision is required, having regard to London Plan standards.

Officer comment – The comments regarding bin storage were noted by the design team and it was suggested that these points would be resolved through a future Refuse and Recycling Management Plan; and that bulky waste would be collected by householder arrangement with the council's refuse department.

3.0 PROPOSAL

3.1 The current proposal involves the demolition of the existing garages and sheds, redevelopment of the site comprising the erection of part four, part five storey building to provide 38 self-contained residential flats (Class C3); installation of solar panels, green roofing and air source heat pumps with acoustic enclosure at roof level; removal of existing dropped kerb on Pearscroft Road, erection of cycle stores and associated external landscaping.

3.2 The residential units would consist of a mix of 1 Bed (10), 2 Bed (15) and 3 Bed (13) units. In total, 50% (19) of the units would be affordable which would be split between 63% social rent and 37% shared ownership. 10% of units would be M4(3) fully accessible units.

Table of Unit Type

Tenure Type	1b 2p	1b 2p WAU	2b 3p	2b 3p WAU	2b 4p	3b 5p	No.	%
Social Rented	1	1	0	2	2	6	12	32%
Shared Ownership	3	0	0	1	1	2	7	18%
Affordable Sub-Total	4	1	0	3	3	8	19	50%
Market	5	0	3	0	6	5	19	50%
All Tenures	9	1	3	3	9	13	38	100%

4.0 PUBLICITY AND CONSULTATIONS

Preapplication Consultation

4.1 The applicant undertook an extensive three-phase consultation process, including pre-application discussions with the Council, meetings with neighbours, political stakeholders, and local interest groups. The phases were:

- Phase One (June/July 2024): Emerging proposals
- Phase Two (September 2024): Detailed designs and co-production
- Phase Three (January–February 2025): Final designs

4.2 Engagement methods included in-person exhibitions, virtual and physical meetings, a comprehensive door-knocking campaign, Residents' Steering Group (RSG) sessions, and online presentations. A dedicated project website was maintained throughout, providing up-to-date information and contact details via email and freephone. Consultation was widely advertised through letters, flyers, posters, social media, and email, with accessible formats and translation options offered in line with the Defend Council Homes Policy. Those without internet access were provided with printed materials and could give feedback by phone, in writing, or at in-person events.

4.3 The consultation aimed to be inclusive and accessible, with events held at different dates and times to maximise participation. Regular RSG meetings were held to ensure residents were involved in shaping proposals. Activities included five public exhibitions across the three phases, door-knocking of over 75 properties, and interactive boards at exhibitions to capture design preferences. Feedback initially raised concerns about loss of car parking, scale, and massing. In response, the applicant made design changes, including reducing building height on Sandilands Road, adjusting the footprint to protect trees, and improving landscaping and lighting to address safety concerns. By the third phase, 83% of survey respondents supported the proposals, and there was strong backing for the delivery of new affordable homes.

4.4 The applicant has committed to maintaining close engagement with the local community following submission of the application and throughout the planning and construction process. This will include continued RSG meetings to manage construction impacts and keep residents informed.

Statutory Consultation

4.5 The planning application was publicised by site and press notices together with 356 notification letters sent to neighbouring properties.

4.6 In response, 7 objections were received, including 2 petitions. The concerns raised can be summarised as follows:

Principle of Development

- Loss of green space
- Dwellings would not be affordable

Impact on Character

- Impact on adjacent Conservation Area
- Out of character with immediate area
- Height, bulk, and design
- Overdevelopment of the site

Neighbour Amenity

- Noise from terrace and plant
- Loss of light and overshadowing
- Need for daylight and sunlight assessment
- Overbearing impact
- Loss of outlook
- Overlooking and loss of privacy
- Management of terrace and green buffer
- Restrictions on terrace usage

Highways

- Parking issues
- Lack of transport assessment
- Compliance with Equality Act regarding vulnerable residents
- Impact on highway safety
- Increased traffic causing noise and air pollution
- Loss of existing parking spaces
- Current parking spaces are used and managed
- Emergency access concerns
- Refuse collection arrangements

Procedure

- Lack of consultation
- Section 105 Housing Act consultation requirements
- Pre-consultation did not properly consider resident views
- Limitations of pre-consultation process
- Lack of management of existing anti-social behaviour
- Objection to justification based on garage disrepair
- Compensation for works
- Guarantees of new green space/play equipment
- Tenant rights
- Defend Council Homes policy
- Predetermination of application
- Translation requirements for consultation
- Inconsistency between proposal website and submitted plans
- Request for committee determination

Environmental Matters

- Drainage impact
- Cumulative impact of development (EIA regulations)
- Fire risk and evacuation concerns
- Contamination, including asbestos
- Existing fly-tipping
- Housing management issues
- Previous issues with council housing
- Disturbance from construction work (dust, noise, traffic)
- Need for consultation and information during construction
- Combined impact of multiple developments

Officer Response

- 4.7 The matters relating to the principle of development are considered within the relevant section of the report. Notwithstanding this it is important to note that the principle of development including on the area of open space was established through the previous permission.
- 4.8 The affordable units will be secured through an appropriate legal agreement. Furthermore, the majority of these units are for affordable rent.

- 4.9 The impact upon the street scene and character of the area as well as nearby heritage assets are fully considered in the relevant sections of the assessment.
- 4.10 The matters relating to residential amenity (loss of light, outlook, privacy, noise and disturbance) are also considered within the report. A daylight and sunlight assessment was submitted with the application and this is considered sufficient to carry out a full assessment.
- 4.11 The highway impacts of the proposal are fully considered within the report. Notably, a parking survey was submitted as part of the transport assessment which demonstrates that there is not significant parking stress in the immediate area and there are adequate spaces to accommodate any additional parking resulting from the loss of the car park and garages. Furthermore, the development would be car free which would be secured through a legal agreement.
- 4.12 The comments that the parking area and a number of garages are still used is noted. However, as set out above, there is sufficient capacity in the area to accommodate any overspill.
- 4.13 Concerns have been raised regarding the potential impact of the loss of parking on vulnerable residents. These concerns are acknowledged and have been considered in line with the Council's duties under the Equality Act 2010. However, the submitted parking survey demonstrates that there is low parking stress in the area and that on-street parking is generally available. While on-street spaces cannot be guaranteed immediately outside individual properties, the evidence suggests that the loss of the car park is unlikely to significantly increase the distance residents need to park from their homes compared to existing circumstances. In addition, disabled residents have the ability to apply for an on-street disabled parking bay, which provides a reasonable adjustment to meet accessibility needs. This satisfies the Public Sector Equality Duty (s.149) and, the proposal is considered acceptable in relation to requirement of the Equality Act.
- 4.14 The proposal would not alter accessibility for emergency vehicles in the area.
- 4.15 Regarding lack of consultation, significant public engagement was carried out prior to the submission of the application as well as once the application was submitted. The consultation carried out is above and beyond the statutory requirement and it is considered that interested parties have been afforded suitable opportunity to comment on the proposals. The requirements of the Housing Act and Defend Council Homes are separate from the planning application.
- 4.16 Compensation for disturbance from demolition/construction works is not a planning consideration. Similarly, tenant rights would be a separate matter between the parties concerned.
- 4.17 The benefits of the scheme including green space and play equipment would be secured by condition to ensure their delivery.

- 4.18 Concerns were raised regarding the pre-determination of the application. This is not the case as it is being considered on its merits against relevant policy and guidance and will be determined at planning committee.
- 4.19 Environmental matters including flood risk, drainage, fire safety, contamination are discussed in full within the report.
- 4.20 The development does not constitute EIA development, therefore the requirement to consider the cumulative impact of development through this process is not triggered. Nonetheless, the full impact of the proposal is considered in the context of the situation within the surrounding area, taking into account other development.
- 4.21 Previous issues with Council housing and its management is not a planning consideration.
- 4.22 Fly-tipping in the area would be controlled by separate environmental protection legislation.
- 4.23 Disturbance from construction works would be controlled by separate Environmental Health legislation. Notwithstanding this, conditions will be imposed requiring the submission of a detailed Construction Management Plan and Construction Logistics Plan to ensure that the works are carried out in an appropriate manner and any disturbance is kept to a minimum. The applicant has also committed to consulting residents during the construction process.

Statutory Consultees

- 4.24 The Environment Agency raise no objection.
- 4.25 The Metropolitan Police (Designing Out Crime Officer) raise no objection subject to advice provided regarding Secured by Design measures.
- 4.26 Thames Water raise no objection subject to conditions.

5.0 POLICY FRAMEWORK

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

National Planning Policy Framework (2024)

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

London Plan

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

Local Plan

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

6.0 PLANNING ASSESSMENT

- 6.1 The main considerations material to the assessment of this application can be summarised as follows:
 - a) Principle of the development, making effective use of land, housing / housing supply, community use
 - b) Quality of residential accommodation
 - c) Accessibility and secure by design
 - d) Design and heritage
 - e) Impact upon neighbouring amenity
 - f) Highways / parking and refuse / recycling
 - g) Environmental Matters
 - h) Land contamination
 - i) Ecology
 - j) Fire Safety
 - k) Economic Development

LAND USE

Making effective use of land

- 6.2 Paragraph 124 of the NPPF states that planning decisions should promote the effective use of land, with a particular emphasis on the reuse of previously developed or 'brownfield' land wherever possible. This is to help meet the need for homes and other uses, while safeguarding and enhancing the environment and ensuring safe and healthy living conditions.
- 6.3 Policy GG2 (Making the best use of land) of the London Plan seeks to enable development of brownfield land, among other areas, and prioritise sites which are well connected by public transport.
- 6.4 Policy E1 (Achieving inclusive growth and optimising use of land) of the Local Plan promotes the redevelopment of brownfield land and the efficient use of sites. This policy require a design-led approach to optimise site capacity, particularly in accessible locations and regeneration areas, while ensuring development is sustainable and supported by adequate infrastructure. The Council also maintains a Brownfield Land Register to identify suitable sites for housing, in line with national requirements
- 6.5 The site currently accommodates lock-up garages, storage units, and surface parking, and is classified as previously developed (brownfield) land. It lies in an area with a Public Transport Accessibility Level (PTAL) rating of 3–4, indicating good public transport accessibility, and is close to a range of local services. Given its brownfield status and sustainable location, the principle of development is supported by national and local policies promoting efficient use of land.

Loss of Garages, Open space, and car parking

- 6.6 The principle of removing the existing garages, car parking spaces, storage and some open space was established as acceptable by the approved application (ref: 2016/01960/FR3). At that time, the existing garages and storage buildings were in poor condition, unsightly made no positive contribution to the visual quality of the area. Also, the garages were underused (almost 70% vacant) and did not comply with contemporary size requirements to comfortably accommodate modern vehicles. Since the approval, the physical conditions on site have not improved and garage occupancy continues to be low. There are no planning policies that specifically support retaining on-site residential storage or garages. Housing policies at all levels promote the optimum use of land, with a clear presumption in favour of delivering new housing where it achieves this objective.

6.7 In terms of the loss of open space whilst this was considered acceptable in the consideration of the previous application it must be considered against current policy. London Plan Policy OS5 and Hammersmith & Fulham Local Plan Policies OS1 and OS2 take a strongly protective approach to open space, resisting its loss unless clearly justified. Where any loss of open space is proposed, these policies are clear that it will only be acceptable where the space is demonstrably surplus to requirements or where it is replaced with equivalent or better provision. Replacement open space must be comparable or improved in terms of quantity, quality, usability and accessibility, and should be provided as close as possible to the site of the loss. Proposals are expected to ensure that the function, openness and community value of open space are maintained or enhanced, with any unavoidable losses fully mitigated through appropriate and deliverable replacement provision.

6.8 In this instance the proposal would result in the loss of approximately 200sqm of existing open space, consisting of a small enclosed grass area located on the Pearscroft Road frontage. However, the proposal would include a total of 659sqm of open space consisting of 74 sqm of play space and 585sqm of public open space. In addition to increasing the overall size of the open space this would also represent a qualitative improvement through the provision of improved landscaping and playspace, particularly in the context of the relatively low quality of the existing space. Therefore, the proposal is considered acceptable in line with OS1(c) and OS2(b), as open space of greater value will be re-provided on site. It is noted that the proposed scheme will also enhance biodiversity and green infrastructure through landscaping and green/brown roofs in line with the principles of OS5. As a result, the principle of the loss of the existing open space is considered to be acceptable.

Residential Use

6.9 Policy H1 (Increasing housing supply) of the London Plan requires an annual average of 66,000 net additional homes to be delivered with Table 4.1 setting an annual target of 1609 net additional dwellings for Hammersmith and Fulham.

6.10 Policy HO1 (Housing supply) of the Local Plan, which was based upon the previous London Plan seeks to exceed an annual target of 1031 until 2025 and continue to seek a minimum of 1031 net additional dwellings per year up until 2035.

6.11 The proposal would provide 38 residential units which would make a valuable contribution towards the Borough's housing targets. Therefore, the proposal accords with Policy H1 of the London Plan and Policy HO1 of the Local Plan 2018.

Density

6.12 Policy HO4 (Housing quality and density) of the Local Plan expects housing in existing residential areas to be predominantly low to medium density and to consist of low to medium rise developments, it recognises that high density development may be appropriate in highly accessible areas, subject to design, compatibility with local contexts and transport impacts and highway capacity. It adds that high density housing with limited car parking can help ensure housing output is optimised and may be appropriate in locations with high levels of PTAL, provided it is compatible with the local context and principles of good design and is satisfactory in other respects.

6.13 The site has a PTAL rating of 3–4, indicating good public transport accessibility. The proposed development (0.2 hectares) would deliver a residential density of approximately 190 units per hectare, which is considered appropriate for this location. While the building would be larger than some nearby properties, its scale aligns with the wider area's character, which includes both smaller dwellings and larger blocks of flats. The density is therefore acceptable and represents an efficient use of urban land.

Housing Mix

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

- for social and affordable rented housing approximately:
1 bedroom: 10% of units;
2 bedrooms: 40% of units;
3 bedrooms: 35% of units;
4+ bedrooms 15% of units;
- for intermediate housing approximately:
1 bedroom: 50%;
2 bedroom: 35%;
3 or more bedrooms: 15% of units;
- for market housing, a mix of unit sizes including larger family accommodation.

6.15 The proposed unit mix would be as follows:

- 1 bed: 10 units (27%)
- 2 bed: 15 units (40%)
- 3 bed: 8 units (22%)

6.16 Given the physical constraints of the site, the proposed unit mix would be appropriate and would make a positive contribution towards identified housing need in the Borough. Therefore, the proposal is considered to be in line with Policy HO5 of the Local Plan.

Affordable Housing

6.17 Policy H4 (Delivering affordable housing) of the London Plan sets out that affordable housing be provided on sites which include 10 or more homes. Policy H6 (Affordable housing tenure) of the London Plan further ensures that review mechanisms reflect policy-compliant tenure splits, with a focus on delivering genuinely affordable homes.

6.18 Policy HO3 (Affordable housing) of the Local Plan requires that developments of 11 or more self-contained dwellings provide affordable housing. The policy sets out that provision should be made in accordance with the following requirements:

- a. a borough wide target that at least 50% of all dwellings built should be affordable;
- b. 60% of additional affordable housing should be for social or affordable renting, especially for families and 40% should be a range of intermediate housing;
- c. affordable dwellings should be located throughout a new development and not concentrated on one part of the site;
- d. the provision of affordable rented and social rented housing in ways that enable tenants to move into home ownership.

6.19 In this instance the proposal would consist of 38 dwellings (60 habitable rooms) which would trigger these thresholds. The scheme proposes 19 affordable units (50%) which is in line with the Council's 50% affordable target under Local Plan Policy HO3.

6.20 Policy guidance generally expects 60% of affordable homes to be for social or affordable rent, particularly for families, and 40% to be intermediate housing (e.g., shared ownership). Neither the London Plan nor the Local Plan specifies whether this 60:40 split should be measured by units or floorspace, although the London Plan advises that affordable housing should be calculated by habitable rooms or floorspace. The proposal provides 60 habitable rooms, achieving a policy-compliant split of 66% social rent and 34% shared ownership. By unit count, the split is 63% social rent and 37% shared ownership, with several larger family homes delivered as social rent. Overall, officers consider the tenure mix to accord with the objectives of both the London Plan and Local Plan and to meet local housing needs.

QUALITY OF RESIDENTIAL ACCOMMODATION

Internal Space

6.21 Policy D6 (Housing quality and standards) of the London Plan sets out minimum internal space standards for new homes, including requirements for floor-to-ceiling heights be to at least 2.5m. Table 1.3 attached to this policy sets out space standards for different residential units. For the units proposed as part of this scheme the standards would be as follows:

- 1 bedroom (b) 2 person (p) - 50sqm (range 51sqm to 57sqm)
- 2b4p - 70sqm (range 74sqm to 85sqm)
- 3b5p - 86sqm (89sqm)

- 6.22 Policy HO11 (Detailed residential standards) of the Local Plan outlines that developments must provide housing that will meet the needs of future occupants and respect the principles of good neighbourliness.
- 6.23 All proposed units meet the minimum internal space standards for their respective sizes, ensuring a suitable internal living environment. In addition, the flats have been designed with floor-to-ceiling heights of 2.5m throughout, fully complying with London Plan Policy D6. This demonstrates that the development would provide a good standard of accommodation in line with national and local policy requirements.

Outlook and Natural Ventilation

- 6.24 Standard C4.1 of the Housing Design Standards LPG (June 2023) and Key Principle HS2 of the Hammersmith & Fulham Planning Guidance SPD (February 2018) promotes dual-aspect dwellings wherever possible. The scheme has been designed to maximise daylight and ventilation. North-facing, single-aspect homes have been intentionally excluded, ensuring all dwellings benefit from natural light throughout the day.
- 6.25 The development achieves 58% (22 homes) dual-aspect units, with a further 10% (4 homes) designed as enhanced single-aspect homes that provide natural light and ventilation from two directions. Only 32% (12 homes) are single-aspect, and these have been carefully designed to meet quality standards. The proposed mix ensures good levels of daylight, ventilation, and outlook, contributing to a high standard of residential amenity.

Daylight and sunlight

- 6.26 the application is supported by a Daylight and Sunlight Assessment which includes an assessment of the daylight levels provided to the new residential units. This was carried out using the 2022 BRE Daylight and Sunlight guidelines and consists of an assessment based on the Climate Based Daylight Modelling (CBDM) methodology which replaced the old Average Daylight Factor (ADF) methodology. The new CBDM methodology is based on the British Standard 'Daylight in Buildings' (BS EN17037). This contains advice and guidance on interior daylighting for all buildings across Europe but also has a UK National Annex which provides suggested targets for dwellings in the UK.
- 6.27 The Daylight and Sunlight Assessment demonstrates a strong overall level of compliance with relevant BRE guidance for the proposed development. The internal daylight assessment shows that 90% of the 117 habitable rooms assessed achieve the BRE target illuminance for their respective room uses, representing a very good level of compliance and indicating that future residents would benefit from good levels of natural daylight across the scheme. In particular, almost all bedrooms meet the relevant targets, with a slightly lower but still acceptable level of compliance within combined living/kitchen/dining spaces, reflecting the urban context and layout of the development.

- 6.28 The sunlight assessment indicates that 54% of habitable rooms meet the BRE sunlight exposure criteria. While this represents a more modest level of compliance, it is noted that all rooms which fail the sunlight criteria are served solely by north-facing windows, where reduced sunlight access is anticipated and acknowledged within the BRE guidance. With the exception of a limited number of flats located on the north-west façade, all dwellings have access to at least one habitable room that meets or exceeds the recommended sunlight targets.
- 6.29 The proposed amenity spaces have also been assessed, with 73% of the private and communal amenity areas meeting the BRE guideline of receiving at least two hours of sunlight across 50% of their area on the spring equinox. All communal amenity spaces achieve the recommended targets, ensuring all residents have access to well-sunlit shared outdoor space.
- 6.30 Overall, having regard to the scale of the scheme, its orientation, and its urban context, the level of daylight, sunlight and amenity space provision is considered to be good and acceptable. The proposal is therefore considered to provide a suitable standard of residential amenity for future occupiers, in accordance with relevant planning policy and guidance.

Noise

- 6.31 Policies CC11 (Noise) and CC13 (Control of potentially polluting uses) of the Local Plan and Key Principle NN3 of the Planning Guidance SPD (2018) are relevant. Paragraph 10.8 of the Planning Guidance SPD (2018) specifies that poor design and layout of rooms often lead to neighbour noise complaints, and accordingly Key Principle NN3 of the Planning Guidance SPD (2018) expects all parts of adjoining dwellings to enhance the sound insulation, including where the adjoining room is of a similar use.
- 6.32 A Noise Impact Assessment was submitted with the application and reviewed by the Council's Public Protection team, who raised no objections subject to conditions in relation to internal noise level, plant noise and sound insulation between units. Subject to these conditions, the development would provide an acceptable living environment in accordance with Policies CC11 and CC13 of the Local Plan (2018) and Key Principle NN3 of the Planning Guidance SPD (2018).

External amenity space

- 6.33 Part F (9) of Policy D6 (Housing quality and standards) of the London Plan states that, where no higher local standards are set out in the borough's Development Plan, the minimum London Plan standards apply. The policy requires private outdoor space for all dwellings, with a minimum of 5 sqm for 1–2 person homes and an additional 1sqm for each extra occupant. Where balconies are provided, they should respect neighbouring amenity and have a minimum depth and width of 1,500mm.
- 6.34 Part A (c) of Policy HO11 (Detailed residential standards) of the Local Plan and SPD Key Principle HS1 require all new developments to make provision for open space to meet the needs of occupiers and users. It is also required that all new dwellings have access to an area of amenity space appropriate to the type of housing being provided.

6.35 All homes would have access to a private amenity space provided through small garden areas at ground floor level and balconies to upper floor units along with communal amenity space and play space. As a result, it is considered that the level of external amenity space provision is acceptable and would provide a suitable residential environment for future occupiers.

ACCESSIBILITY AND SECURE BY DESIGN

Accessibility

6.36 Policy D7 (Accessible housing) of the London Plan and Policy HO6 (Accessible housing) of the Local Plan the standards for access require 90% of the units to be built to building regulations standard M4(2), with the remaining 10% built to M4(3).

6.37 The proposed development includes four wheelchair-accessible flats, representing 10% of the overall provision. These homes are located on the ground floor (1 home), first floor (2 homes), and second floor (1 home), comprising one 1-bedroom and three 2-bedroom dwellings. All are served by lifts and designed to meet the required space standards in accordance with Building Regulations M4(3). The remaining homes will be built to M4(2) standards, ensuring they are adaptable for future needs.

Secured by Design

6.38 Paragraph 96(a) of the NPPF, Policy D11 (Safety, security and resilience to emergency) of the London Plan, Policy DC1 (Built environment) of the Local Plan, and the Council's SPD "Sustainable Design and Construction" require new developments to incorporate Secured by Design principles, creating safe and accessible environments that reduce crime and fear of crime. Proposals should also address resilience to risks such as fire, flood, and extreme weather, and include measures to design out crime and deter terrorism. Details of crime prevention measures will be secured by condition.

6.39 The details of how the proposal will incorporate measures for crime prevention will be secured by condition.

DESIGN AND HERITAGE

Design

6.40 The National Planning Policy Framework (NPPF 2024) recognises that creation of high-quality buildings and places is a core objective of the planning and development process. 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.

6.41 Policy D3 (Optimising site capacity through the design-led approach) of the London Plan 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".

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

6.43 Policy DC2 (Design of New Build) of the Local Plan 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.

6.44 The Council's Supplementary Planning Guidance SPD (2018) is relevant, in particular Key Principles These Key Principles provide guidance which seeks to ensure that heritage assets are conserved in a manner appropriate to their significance in accordance with the NPPF.

Scale and Massing

6.45 The proposal has a maximum height of 5 storeys, stepping down to 4 storeys on its northern side, (fronting Sandilands Road). Its massing is further articulated and broken up through its offset floor plate, which is set back from the pavement on Sandilands Road and further offset to the east, to enable retention of existing mature trees to the north of the site. This results in a successful approach which breaks the building mass into two connected building volumes and allows the building footprint to respond positively to the angled line of Pearscroft Road on its southern side.

6.46 The stepping down of the building height to Sandilands Road, is considered to provide a positive response to the Victorian terraced housing and conservation area, whilst also moderating and responding positively to the scale of neighbouring 20th century apartment buildings along Pearscroft Road and around William Parnell Park. Given the varied setting of the development, it is not considered that the proposal would overly dominate the street scene, and the overall scale of the proposals would not appear out of character with the scale of other residential buildings within close proximity to the site, particularly those more modern developments located to the south west and south east of the site.

6.47 The building has been designed with two street frontages, with a primary entrance on Pearscroft Road and a secondary entrance on Sandilands Road. The proposal would create a strong and active frontage which relates well to its local context on both sides. The building is set back from its boundaries on all four sides to create landscaped edges and enclosed private amenity spaces for ground floor dwellings. The existing public footpath between the site and Jepson House that connects Sandilands Road and Pearscroft Road will be retained and improved, with landscaping that includes the creation of a new play space.

6.48 Considering the architectural quality of the scheme, the buildings are designed to have a well ordered and high-quality approach to design, following a modern mansion block typology. The main façades of the building would be pale buff brick with red brick decorative coursing and recessed features; this approach is in keeping with the predominantly brick character of the surrounding vicinity. White brick decorative string courses at each floor level introduce an element of horizontality to the façade that complements the otherwise vertical composition and complements the mixed Victorian and 20th century architecture of its neighbours. Further visual interest is provided by the integrated metal window shading devices and the open metal railings to the projecting balconies.

6.49 The relationship between the new building and its surroundings is reinforced by the taller ground floor which reflects the traditional vertical hierarchies of historic buildings found in the area and the fenestration pattern which responds to the rhythm of the buildings adjacent.

6.50 The proposed scheme is considered to represent a high quality of design, with the facades of the building being well articulated and enhanced with defined resident entrances. The proposals are supported by detailed bay studies which serve to provide additional clarification of the details of individual bays which would be delivered through implementation of the scheme.

6.51 Landscaping proposals are considered acceptable to improve the site and its setting. As discussed above, the landscaping approach of the scheme, seeks to maximise the opportunities to replace existing hardstanding areas with new and enhanced areas of soft landscaping, pocket play, incorporating existing trees and providing a stronger pedestrian connection between Pearscroft Road and Sandilands Road. Suggested conditions attached to this report to deal with works to trees during construction. Proposals include the retention of 7 mature trees and the addition of approximately 18 new trees across the site, as well as extensive shrub planting.

Heritage

- 6.52 The Planning (Listed Buildings and Conservation Areas) Act 1990 establishes the key statutory duties for applications affecting listed buildings and conservation areas. Sections 66 and 72 require decision-makers to give special regard to preserving listed buildings, the character and appearance of conservation areas and their wider setting.
- 6.53 The NPPF, supported by Planning Practice Guidance, is a material consideration in planning decisions. It emphasises that heritage assets are irreplaceable and should be conserved according to their significance. Local planning authorities must assess significance, weigh harm against public benefits, and give great weight to conservation. Harm to heritage assets requires clear and convincing justification, and substantial harm or loss should be exceptional or wholly exceptional for assets of the highest significance. The NPPF distinguishes between designated and non-designated assets and between substantial and less than substantial harm.
- 6.54 Case law confirms that following NPPF guidance generally satisfies statutory tests, but decision-makers must still give great weight to preservation when balancing harm and benefits.
- 6.55 Policy HC1 (Heritage conservation and growth) of the London Plan requires proposals affecting heritage assets to conserve their significance, manage cumulative impacts, and integrate heritage considerations early in the design process. Development should avoid harm and seek opportunities for enhancement.
- 6.56 Policy DC1 (Built Environment) of the Local Plan states that all development within the borough should create a high-quality urban environment that respects and enhances its townscape context and heritage assets. DC2 (Design of new build) states that 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
- 6.57 Policy DC8 (Heritage and conservation) seeks to conserve the borough's historic environment by protecting, restoring, and enhancing heritage assets, including listed buildings, conservation areas, historic parks and gardens, Fulham Palace Moated Site, archaeological remains, and locally important buildings. The presumption is in favour of conservation, and proposals should secure the long-term future of heritage assets. Applications affecting designated assets will only be permitted where their significance is conserved or enhanced, and proposals should respect their setting and inform high-quality design. For non-designated assets, decisions will consider the scale of harm and the asset's significance. Particular regard will be given to scale, height, massing, alignment, materials, and use. Changes of use must be consistent with conservation aims and secure optimum viable use. Applications should include an assessment of significance and impact, proportionate to the asset's importance, and archaeological evaluation where relevant. Proposals causing harm will be refused unless meeting NPPF criteria. Where retention is not possible, developers must record the asset to advance understanding. Designs should be inclusive, consider climate change mitigation in relation to significance, and seek expert advice on archaeology. The policy also prioritises securing the future of assets at risk.

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

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

Heritage assets

6.60 The site is not located in a conservation area and does not include any designated/non-designated heritage assets. However, the site is situated due south of the boundary of the Studdridge Street conservation area, and therefore the impact of proposals upon the setting of this heritage asset are considered below. Given the modest scale of proposals, the development is not considered to impact upon the setting of any other heritage assets.

Studdridge Street Conservation Area

6.61 The Studdridge Street Conservation Area, was designated in 1975. The western section of the conservation area dates back to the 17th and 18th Centuries, with a significant period of additional development and growth in the Victorian period following the opening of Wandsworth Bridge and Wandsworth Bridge Road.

6.62 The eastern section of the conservation area, forming Sandilands Road, (which lies directly north of the site), was built in the 1880s and is made up of simply designed terraced artisan cottages with no front gardens and short back yards. Given their nature, the properties along Sandilands Road have simple detailing when compared to other sections of the conservation area. Properties elsewhere feature elaborately decorated terraces in wide streets with larger front gardens.

Assessment of harm

6.63 The application is supported by a Townscape and Visual Impact Appraisal. This assessment notes that the surrounding townscape is varied, with Jepson House and the Pearscroft Estate presenting a markedly different character from the traditional Victorian and Edwardian streets nearby. Infill development over time has created a mixed and diverse context. Furthermore, officers note that the existing garage blocks and the solid wall to Sandilands Road serve to detract from the quality and simple detailing of the properties located along this section of the conservation area.

6.64 While the form of the proposed development differs from the finer grain and terraced character typical of the conservation area, the site's immediate context includes more irregular building typologies, with Jepson House providing visual distraction from the intimate terraced environment to the north.

6.65 The proposed mansion block design, is considered to provide a transitional element between these contrasting forms. The proposed development would replace existing low quality, degraded garage buildings and blank walls that make no contribution to the setting of the conservation area with a highly animated and well detailed building, which is set-back along this frontage and the street environment enhanced through introduction of soft landscaping features, including retention and introduction of new planting features. As such, officers conclude that the scheme would although introducing a more significant built form, would have a largely beneficial effect on the setting of this section of the conservation area and would not harm its character, appearance or significance, which would remain clearly legible and retained overall.

Design and Heritage conclusion

6.66 It is considered that the proposal would be a high-quality development in keeping with the visual appearance and character of the locality and would make a positive contribution to the urban environment in this part of the Borough, whilst also optimising the development potential of the site. Furthermore, the development would not cause harm to the setting of any adjacent heritage assets, and would preserve and enhance the character, significance and setting of the Studdridge Street conservation area.

6.67 As such, the development would therefore be acceptable in accordance with the NPPF (2024), London Plan (2021) Policies HC1 and D3, Policies DC1, DC2 and DC8 of the Local Plan (2018) and Key Principle CAG3 of the Planning Guidance SPD (2018).

RESIDENTIAL AMENITY

6.68 Policy HO11 (Detailed residential standards) of the Local Plan states that proposals for extensions will be considered acceptable where it can be demonstrated that there is no detrimental impact on:

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

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

6.70 There are a number of neighbouring residential properties in close proximity to the site. Immediately to the south-west is Jepson House, a multi-storey residential block. On the opposite side of Pearscroft Road to the east is 1–20 Pearscroft Court, a five-storey block of flats, and to the south-east are the predominantly two-storey maisonettes at Nos.1–13 (odd) Pearscroft Close. To the north-west, on the opposite side of Sandilands Road, is a terrace of two storey dwellings, with the most closely affected properties located between Nos.37–59 (odd). Finally, there are two-storey residential maisonettes at Nos.36 and 38 Pearscroft Road to the north-east of the site.

Daylight and Sunlight

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

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

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

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

6.75 With reference to the overshadowing of outdoor amenity space the guidance suggests that all open spaces should have minimum 2 hours of sun on at least 50% of their area, on the 21st of March (Equinox), for them to be considered adequately sunlit.

6.76 A daylight assessment using Vertical Sky Component (VSC) was undertaken for 159 windows serving 79 habitable rooms in surrounding properties identified through the 25-degree test. The results show that 89 windows (56%) and 36 rooms (46%) meet or exceed the BRE guideline target of 27% VSC. Where the BRE target is not met, the shortfalls are not evenly distributed across all windows and do not indicate widespread harm to residential amenity. Instead, they occur predominantly at ground-floor and first-floor in relation to secondary habitable rooms, most commonly kitchens, LKD spaces and bedrooms, rather than principal living rooms. In many cases, the losses arise from a combination of baseline constraints, including short separation distances, existing building orientation, and the modest scale of daylight currently available. Importantly, the majority of affected rooms retain a high proportion of their existing daylight, typically well in excess of two-thirds, such that the impacts are categorised as minor to moderate adverse rather than severe.

6.77 Given the dense urban context and the fact that the BRE target of 27% is based on a suburban two-storey assumption, the submitted report also reviewed the proposal against a reduced urban target of 21% VSC. Against this benchmark, 131 windows (82%) and 61 rooms (77%) meet or exceed BRE guidance. However, for clarity and consistency the main assessment below is based upon the standard guideline target of 27%.

6.78 The VSC results for the various neighbours can be summarised as follows:

- 1–20 Pearscroft Court: 13 of 15 windows (87%) and the corresponding rooms comply with BRE guidance. The two shortfalls relate solely to kitchens, each retaining approximately 77–79% of their existing VSC, representing a very minor adverse impact. These rooms are not primary living spaces and continue to receive reasonable levels of daylight. Living rooms and bedrooms within the block remain BRE compliant.
- Jepson House: 50 of 60 windows (83%) comply. 4 of the windows which fail this test are dual aspect and therefore the rooms would pass this criteria. The remaining 6 windows affect kitchens on the lower floors. However, the VSC values for these rooms are only marginally below 27%. Given the secondary nature of these kitchens these limited breaches would not result in a significant impact upon the amenity of the occupiers of these units.
- 1–13 Pearscroft Close: A number of windows fall below the 27% target, primarily ground floor kitchens and first floor bedrooms. These represent minor to moderate adverse impacts. While some moderate impacts are identified, no principal living rooms are subject to substantial losses, and affected rooms retain meaningful daylight levels consistent with an urban context.
- 36 Pearscroft Road: All 6 windows meet BRE targets, confirming that the proposal does not result in any harmful loss of daylight to this property.
- 38 Pearscroft Road: One first-floor bedroom window falls below 27% VSC, representing a minor adverse impact. All other rooms, including the main living accommodation, remain compliant.

- 37–59 Sandilands Road: Across Sandilands Road, the VSC results demonstrate a variable pattern of compliance, reflecting differences in distance from the site, window orientation and the presence of multiple windows serving individual rooms. Where BRE targets are not met, impacts are concentrated on lower-level secondary habitable rooms and are predominantly minor to moderate in scale.

No.37: One window serving a habitable room was assessed, which meets the BRE VSC target. No adverse daylight impacts are identified at this property.

No.39: Five windows serving two rooms were assessed. One ground-floor window falls below the BRE target; however, this window serves a living/kitchen/dining space with multiple windows, resulting in the overall room VSC meeting BRE guidance. The impact is therefore negligible in terms of this room.

No.41: Six windows serving two rooms were assessed. Three windows fall below the BRE target. One serves a ground-floor LKD space which benefits from multiple compliant windows and therefore meets BRE requirements overall. Two serve a first-floor bedroom, which records a combined room VSC of approximately 21.3% (c.77% of existing). This represents a minor adverse impact affecting a non-principal room.

No.43: Five windows serving two rooms were assessed. Both rooms fall below the BRE target, with retained VSC values of approximately 70–71% of existing levels. These impacts affect ground-floor and first-floor rooms and are categorised as moderate adverse, although daylight levels remain reasonable.

No.45: Six windows serving two rooms were assessed. Four windows fall below the BRE target. Two serve a multi-window ground-floor LKD space which meets BRE guidance overall. Two serve a first-floor bedroom, with an overall room VSC of approximately 20.6%, representing a moderate adverse impact to a secondary habitable room.

No.47: Three windows serving two rooms were assessed. These windows and rooms fall below the BRE target. Impacts affect both ground-floor and first-floor accommodation and are categorised as moderate adverse, reflecting the property's proximity to the site.

No.49: Two windows serving two rooms were assessed, both falling below the BRE target. Impacts affect a ground-floor living room and a first-floor bedroom and are assessed as moderate adverse, with retained daylight still evident.

No.51: Three windows serving two rooms were assessed, all of which fall below the BRE target. The impacts are categorised as moderate adverse.

No.53: Four windows serving two rooms were assessed. Three windows and both rooms fall below the BRE target. The retained VSC values indicate moderate adverse impacts, primarily affecting a ground-floor LKD space and first-floor bedroom.

No.55: Four windows serving two rooms were assessed, all falling below the 27% target. The impacts are concentrated on a ground-floor living room, with reductions assessed as minor to moderate in scale.

No.57: Four windows serving two rooms were assessed. Three windows and both rooms fall below the BRE target, with impacts affecting ground-floor and first-floor and assessed as moderate adverse.

No.59: Six windows serving two rooms were assessed. Four windows fall below the BRE target. Two affect a multi-window ground-floor LKD space which meets room-level BRE guidance overall. Two affect a first-floor bedroom, with an overall room VSC of approximately 26%, representing a very minor adverse impact.

- 6.79 Overall, while compliance with the strict 27% VSC target is not universal, the pattern of impacts demonstrates that losses are localised, predominantly affect secondary habitable rooms, and fall within the minor to moderate impact categories. This outcome is consistent with BRE guidance, which recognises that full compliance may not be achievable in constrained urban settings.
- 6.80 Daylight distribution was assessed using the No-Sky Line (NSL) method for 79 rooms. The results show that 41 rooms (57%) meet or exceed the BRE guideline target of retaining at least 80% of their existing lit area. Full compliance is recorded at 1–20 Pearscroft Court, 36 and 38 Pearscroft Road, the majority of rooms at Jepson House (with limited non-compliance relating primarily to kitchens), and several properties along Sandilands Road.
- 6.81 Shortfalls are concentrated at Pearscroft Close, where several ground-floor kitchens and first-floor bedrooms experience reductions beyond BRE thresholds. These results are influenced by conservative worst-case layout assumptions due to the absence of confirmed internal plans, meaning that room depths used in the assessment may exceed those in reality. As a consequence, the calculated lit areas may under-represent the actual extent of daylight distribution.
- 6.82 In addition, these properties are located in very close proximity to the site boundary and benefit from an unusually open outlook resulting from the absence of existing built form on the application site. As a result, even modest development produces a proportionally greater effect on measured NSL outcomes. In this context, non-compliance with the NSL test does not necessarily equate to an unacceptable level of residential amenity.
- 6.83 Along Sandilands Road, the NSL results show a more mixed pattern of compliance. Several properties (Nos.37, 39 and 41) either fully comply or experience only isolated shortfalls, often limited to a single room. Where non-compliance occurs, it is generally confined to ground-floor living / LKD spaces or first-floor bedrooms. More notable shortfalls are identified at Nos.47–57 Sandilands Road, where both assessed rooms fall below BRE NSL thresholds.

6.84 In these cases, the affected rooms are typically larger and deeper spaces, often open-plan in form and served by a limited number of windows. As with Pearscroft Close, the magnitude of change is influenced by existing low baseline daylight distribution. Overall, where NSL shortfalls occur, the impacts are generally assessed as minor to moderate, with relatively few rooms experiencing greater reductions.

6.85 Overall, while compliance with the BRE NSL guideline is not universal, the pattern of impacts demonstrates that shortfalls are localised, predominantly affect deeper secondary rooms at lower levels, and are strongly influenced by baseline conditions and conservative layout assumptions. The majority of impacts fall within the minor to moderate range and do not result in unacceptable living conditions. This outcome is consistent with BRE guidance, which recognises that full compliance with NSL targets may not always be achievable in constrained urban contexts.

6.86 In terms of sunlight, an assessment of Annual Probable Sunlight Hours (APSH) and Winter Probable Sunlight Hours (WPSH) was undertaken for 35 rooms with windows facing within 90 degrees of due south.

- 34 rooms (97%) meet or exceed the BRE guideline target for annual sunlight.
- 15 rooms (43%) meet the BRE guideline target for winter sunlight, with winter shortfalls mainly affecting ground-floor and first-floor rooms along Sandilands Road and at 38 Pearscroft Road.

6.87 The majority of these rooms already experience limited winter sunlight in the existing situation, and the relative reductions are therefore considered minor in the context of overall annual sunlight performance.

6.88 An overshadowing assessment was undertaken for four residential amenity spaces associated with Nos. 36 and 38 Pearscroft Road.

- 36 Pearscroft Road: Both front and rear amenity spaces retain more than 80% of their existing lit area and exceed BRE targets.
- 38 Pearscroft Road: The front garden meets BRE guidance. The rear garden retains approximately 73% of its existing lit area, representing a minor shortfall against the BRE target.

6.89 The amenity space assessment confirms that the majority of external spaces will continue to receive adequate levels of sunlight, with no significant or unacceptable overshadowing effects identified as a result of the proposed development.

6.90 Officers have reviewed the submitted daylight and sunlight report and have no reason to disagree with the findings assessment. In conclusion, officers consider that the assessments demonstrate that the majority of neighbouring windows, rooms and amenity spaces comply with BRE guidance. Where shortfalls occur, these are generally limited to a small number of rooms, are minor to moderate in nature, and often arise from conservative assessment assumptions, existing low baseline conditions or close site relationships.

6.91 The BRE guidance allows a degree of flexibility in dense urban environments, and the impacts identified are considered reasonable and proportionate given the site constraints, the surrounding urban context and the wider benefits of the scheme. On balance, the daylight, sunlight and overshadowing effects are acceptable in planning terms and do not warrant refusal of the application.

6.92 Overall, the Daylight and Sunlight Report demonstrates that the proposals would have an acceptable impact on to surrounding neighbouring properties, which would continue to benefit from sufficient access to daylight and sunlight. The development is therefore considered to accord with the objectives of Policies DC1, DC2 and HO11 of the Local Plan (2018).

Outlook

6.93 Key Principles HS6 and HS7 provide a useful framework for assessing impacts on outlook, seeking to ensure that development does not appear overbearing or lead to an unreasonable sense of enclosure for neighbouring occupiers. The principles emphasise appropriate scale, massing and siting so that buildings respect their surroundings and maintain acceptable relationships between adjacent properties, particularly in terms of outlook and spatial separation. While the guidance is largely focused on the assessment of householder extensions and smaller-scale development, its overarching objectives remain relevant and can still inform the consideration of outlook impacts arising from larger schemes, alongside a more detailed, site-specific design assessment.

6.94 The properties to the front and rear of the site on the opposite side of Pearscroft and Sandilands Road are located between 18-27m from the front and rear elevation of the proposed building. The neighbours on these roads benefit from habitable room windows in the front elevation facing the site. Whilst the proposal would introduce a substantial elevation between 4 and 5 storeys facing these neighbours the separation distances involved would ensure that the proposal would not breach a 45 degree angle when taken from the window of these neighbours. As such, it is considered that the proposal would not result in a significant loss of outlook to these neighbours.

6.95 With regards to Jepson House, the nearest windows are located some 12.8m from the proposal. Whilst closer than these neighbours above the lowest windows are at first floor level. Furthermore, they serve small kitchens which do not constitute habitable rooms based upon the definition set out within the Council's SPD Guidance. As a result, they are considered as secondary to the main habitable rooms. The other potentially impacted windows are secondary windows where the primary outlook is away from the site. On this basis it is considered the proposal would not unacceptably impact upon the outlook of these neighbours.

6.96 The neighbour at No.38 Pearscroft Road does not benefit from windows in the side elevation facing the site. The front elevation of this neighbour does include habitable room windows and the proposal would project some 15m forwards of this elevation. However, the side elevation of the proposal would be set approximately 3m off the boundary with this neighbour. Whilst this would present a substantial structure relatively close to this neighbour's primary outlook would remain unimpeded and the impact when stood within these rooms would be limited. In terms of this neighbour's garden space this is secondary amenity space when compared to the rear garden and it is considered that the impact upon this area would not result in a significant adverse impact upon amenity.

6.97 Overall, the development would not have an unacceptable impact in terms of outlook and sense of enclosure to adjacent existing properties and would accord with Policies DC1, DC2 and HO11 of the Local Plan (2018).

Privacy

6.98 Key Principle HS7 (iii) of the Planning Guidance states that new windows should normally be positioned so that they are a minimum of 18 metres away from existing residential windows, measured by an arc of 60 degrees taken from the centre of the proposed window. Key Principle HS8 (i) states that planning permission will not be granted for roof terraces or balconies where their use would harm the amenity of neighbouring occupiers by reason of noise and disturbance, or where they would result in additional opportunities for overlooking and a consequent loss of privacy.

6.99 The proposed development would be in excess of 18 metres from the vast majority of neighbouring residential buildings. To the rear, properties along Sandilands Road are located approximately 18–22 metres from the nearest elevation of the proposed building. To the front, neighbouring residential buildings along Pearscroft Road are located approximately 22–27 metres from the proposal.

6.100 Furthermore, views from the principal front and rear elevations of the development are predominantly towards the public realm and do not directly overlook private residential amenity space. As such, it is considered that these properties would not experience a significant loss of privacy as a result of the proposed windows.

6.101 Jepson House is located approximately 12.8 metres from the proposed building at its nearest point, which is below the separation distance set out in HS7. The proposal includes a number of secondary windows within the side elevation facing Jepson House. These windows include external shading fins, which serve to limit direct outward views.

6.102 While Jepson House includes windows within the elevation facing the site, the rooms with primary windows on this elevation largely comprise small kitchens, with the remaining windows serving as secondary light sources to the principal living accommodation. In addition, the majority of the proposed windows are not positioned directly opposite the primary windows within Jepson House which means that views are generally at an oblique angle rather than directly facing.

6.103 Having regard to the secondary nature of the rooms served by the most affected windows, the angle of intervisibility from the majority of windows and the use of mitigation measures, it is considered that the proposal would not result in a significant loss of privacy or harm to the amenity of neighbouring occupiers.

6.104 The neighbours at No.38 Pearscroft Road do not benefit from side facing windows in the elevation facing the site. Whilst there are windows in the front elevation which would be visible from the side facing windows of the proposal the angled nature of these views would limit significant views towards the habitable room windows of neighbours within this terrace. As such, there would not be an unacceptable impact from these windows in terms of privacy.

6.105 Given the siting and proximity of the proposal to the neighbour at No.38 the windows in the side elevation would afford views towards the front amenity space of this neighbour and the remainder of the terrace beyond. Whilst some of the front gardens have screening the majority, including the immediate garden at No.38 are relatively open. Therefore, it is considered that whilst there would be overlooking from the windows within the side elevation of the development this would be somewhat limited by the inclusion of shading fins within the building design and in the context of the existing level of privacy would not be harmful to amenity.

6.106 The proposal includes balconies serving individual units which are positioned in such a way that they do not directly overlook the private amenity space of neighbours. They are also of a relatively small scale, below the size criteria set out in HS8 which would limit the intensity of their use. In conjunction with their retained separation distance to neighbouring properties it is considered that this would ensure that these would not result in a significant amenity impact with regards to privacy and noise.

6.107 The proposal also includes a shared roof terrace at fifth-floor level with an area of approximately 200sqm. This terrace is set back between 2 metres and 7 metres from the edge of the roof, with landscaped buffers provided along the rear edge. Given the height of the terrace and the extent of set-back, significant views towards neighbouring properties would be avoided.

6.108 Whilst the terrace is significant in size it is broken up into different areas to help prevent significant congregations in a particular area. In conjunction with the high level location and distance from neighbouring properties this would limit the noise and disturbance to neighbours. Notwithstanding this, the use of this area at unsociable hours could result in an adverse impact upon the amenity of neighbours and occupiers. Therefore, a condition will be recommended requiring the submission of a building management plan to demonstrate how access to this area will be controlled and any limitations on hours of use.

6.109 Overall, the proposal would not result in a significant loss of privacy, overlooking or an unacceptable level of disturbance to neighbours. In this regard the proposed development complies with Policies DC1, DC2 and HO11 of the Local Plan (2018).

Noise and Disturbance

6.110 Policy CC11 and HO11 relate to noise and neighbouring amenity and require all development to ensure that there is no undue detriment to the general amenities enjoyed by existing surrounding occupiers, particularly those of residential properties. The proposed shared roof terrace at fifth-floor level (approximately 200sqm) is broken up into different areas to help prevent significant congregations in a particular area; the high level location and distance from neighbouring properties would limit the noise and disturbance to neighbours. However, the use of this elevated area at unsociable hours could result in an adverse noise impact. A condition will be attached requiring the submission of a building management plan to demonstrate how access to the roof terrace at fifth floor will be controlled and any limitations on hours of use.

6.111 There is various plant to be located at roof level and conditions would be attached to control noise/vibration associated with this. In terms of external lighting a condition will be imposed to ensure this is suitably located. Furthermore, conditions would be added to ensure that the construction process is appropriately managed to ensure that it does not have an unacceptable impact on the amenity of existing residential occupiers. On this basis, the proposal is in accordance with Policies CC11 and CC13 of the Local Plan and Key Principle NN4 of the Planning Guidance SPD.

HIGHWAYS AND TRANSPORTATION

6.112 Paragraph 115 of the NPPF states that applications for development should ensure that appropriate opportunities to promote sustainable transport modes are taken and that safe and suitable access to sites can be achieved. Paragraph 116 states development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual impacts on the road network would be severe.

6.113 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.

6.114 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'.

6.115 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".

6.116 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.

6.117 The above policies are supported by Key Principles TR1 -TR4, TR7, TR21 and TR27 of the Planning Guidance SPD.

6.118 Local Plan Policy CC7 sets out the requirements for all new developments to provide suitable facilities for the management of waste. Planning Guidance SPD Key Principles WM1, WM2, WM4, WM6, WM7 and WM11 are also applicable which seek appropriate storage and collection arrangements for refuse and recycling.

Trip generation

6.119 Given the sites existing use as a car park, no accurate breakdown can be provided in terms of trip generation. It can be assumed however that trips to and from the site take place for the purposes of parking, where presently space for 16 cars exist.

6.120 A trip generation assessment has been prepared for the proposed development using the TRICS database. The selected sites are considered to be appropriate as a comparison for the proposed development. The results demonstrate that across a typical day, the site would attract 160 two-way trips. Of these, 16 would occur during the AM peak (8am-9am), and 13 would occur during the PM peak (5-6pm). Based on the 2011 Census modal split, this would equate to 16% of all trips taking place via car (driver and passenger); however, this split is adjusted based on the car free nature of the development, giving a total modal share of 1% for car users. The remaining share of trips would therefore be attributed to active and sustainable modes. Given the sites PTAL and overall accessible location, this assessment is considered to be reasonable and accurately portrays how the proposed development would operate. On this basis the Highway Officer raised no objection to the proposal in this regard.

Car parking

6.121 The development would build on an existing car park which has space for 16 cars. This car park was previously under the management of the Housing Estate but has since ceased, and has been used as a car park for residents of Jepson House. It was previously agreed during pre application discussions that given the loss of the car park, existing permit holders for the 16 spaces in Jepson House would be able to apply and obtain parking permits for the surrounding CPZ ('Z'). In order to understand whether there would be capacity within the existing CPZ for a 'worst case scenario' of 16 displaced vehicles, both daytime and night time parking surveys were undertake within a 200m walk of the site. These surveys were undertaken between 03:00-05:00 and 17:00-18:00 on Wednesday 10th and Thursday 11th July 2024.

6.122 The surveys demonstrated that there would be significant capacity to accommodate this demand, as there would be 104 and 95 spare parking spaces in the daytime and overnight respectively. The scope of the surveys and the results are considered to be robust and portray an accurate picture of existing parking stress within this area. Therefore, it is considered that the proposal would not result in an unacceptable impact upon parking stress in the area in accordance with policy T1 of the Local Plan and T6 of the London Plan.

6.123 Policy T4 (Vehicle parking standards) 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.

6.124 No car parking, including Blue Badge spaces, would be provided within the development. This represents a departure from the London Plan requirement for a minimum of 3% of dwellings to have accessible parking from the outset. However, this approach is considered acceptable given site constraints and competing priorities. Introducing parking would compromise the delivery of high-quality housing, amenity and play space, and the creation of an attractive landscaped pedestrian route between Jepson House and the proposed building. Given that blue badge holders would be still be eligible to apply for permits, it is considered that appropriate provision of parking is available on street for those who require it. The scheme therefore aligns with the London Plan's broader objective of promoting car-free development and sustainable travel in high PTAL locations.

6.125 The site has a PTAL of 3-4 using Transport for London's methodology, indicating that it has good public transport accessibility. The Council's Highways Team have assessed the proposal in relation to parking and have confirmed that the proposed residential units must be made car permit free to be in accordance with Policy T4 of the Local Plan (2018). This will be secured through the legal agreement.

Cycle Parking

6.126 Policy T5 (Cycling) and Table 10.2 of the London Plan require development proposals to remove barriers to cycling, support the delivery of London-wide cycle routes, and incorporate appropriate cycle parking facilities. The policy also sets minimum cycle parking standards to ensure developments promote sustainable travel and active transport.

6.127 A total of 72 long stay spaces are proposed, which is in line with London Plan T5 minimum standards. All six ground-floor flats will have dedicated individual cycle shelters within their private gardens, accessed externally from Pearscroft Road or Sandilands Road, avoiding the need to pass through the dwelling.

6.128 The remaining 32 dwellings will share a communal long-stay cycle store with 60 of spaces proposed in a communal store on the ground floor, made up of 28 two-tier racks (56 spaces) and an additional 2 Sheffield stands to cater for larger/accessible cycles. This is designed in accordance with the London Cycling Design Standards, including provision for larger and adapted cycles and two-tier racks with appropriate aisle clearance. These arrangements comply with the Policy T5 of the London Plan's minimum cycle parking standards and ensure secure, convenient, and accessible facilities for all residents. The proposed storage arrangements are considered to be appropriate and a condition will be imposed requiring the implementation of the cycle stores.

Refuse

6.129 Policy CC7 (On-site waste management) of the Local Plan states that new developments, including conversions should aim to minimise waste and should provide convenient facilities for future occupiers.

6.130 Communal waste storage would be provided at ground floor in accordance with LBHF's Planning Guidance SPD. Space has been allocated for wheeled bins, including refuse, recycling, and food waste, to meet the required standards. To enable efficient refuse collection, on-street parking along Pearscroft Road will be reconfigured to create a 2 m wide clear route with a dropped kerb, ensuring a level drag path for bins and collection from Pearscroft Road. Refuse collection for Jepson House will remain unaffected and will continue to operate from Sandilands Road. A condition will be imposed requiring the implementation and maintenance of this store.

Delivery Serving Plan

6.131 The Transport Assessment includes some information on delivery and servicing which expects that the impact will be limited in nature and typical of a residential scheme of this size. The majority of deliveries are anticipated to be undertaken by cycles, motorcycles, cars or light vans, with vehicles stopping briefly on Pearscroft Road or Sandilands Road in line with existing local arrangements. The Council's Highway Officer was consulted on the proposals and they noted that it appears that there are currently very limited opportunities for loading to take place on street, aside from within CPZ parking bays. It may be considered necessary for additional amendments to be made to the CPZ and existing waiting restriction to allow for dedicated loading only space. This could be of benefit not only to the proposed development, but the surrounding area including Jepson House. Therefore, a detailed delivery and service plan would need to be secured by condition, any alterations to the CPZ would be dealt with through a s278 agreement.

Construction Logistics Plan

6.132 Policy T7 (Delivery, serving and construction) of the London Plan and Planning Guidance SPD Key Principle TR21 require submission of Demolition and Construction Logistics Plan (DCLP).

6.133 The submission is supported by a draft DCLP. This document demonstrates that construction activity associated with the proposed development is unlikely to result in significant impacts on the local highway network. To ensure appropriate mitigation and detailed management measures, a full Construction Logistics Plan will be secured by condition.

ENVIRONMENTAL MATTERS

Sustainability and Energy

6.134 The NPPF states that development proposals are expected to comply with local requirements and should take account of landform, layout, building orientation, massing and landscaping to minimise energy consumption and to increase the use and supply of renewable and low carbon energy.

6.135 London Plan Policy SI2 seeks to extend the extant requirement on residential development to non-residential development to meet zero carbon targets. It maintains the expectation that a minimum reduction of 35% beyond Building Regulations to be met on site (10% or 15% of which should be achieved through energy efficiency for residential development, and non-residential development). Where it is clearly demonstrated that the zero-carbon target cannot be met on site, the shortfall should be provided through a cash in lieu contribution to the borough's carbon offset fund, or off-site provided an alternative proposal has been identified and delivery is certain.

6.136 London Plan Policy SI4 seeks to minimise internal heat gain and the impacts of urban heat island effect through design, layout, orientation and materials. An energy strategy should demonstrate how development proposals will reduce potential for overheating and reliance on air conditioning systems in accordance with a hierarchy that prioritises the minimisation of internal heat generation through energy efficient design and reductions to the amount of heat entering a building.

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

6.138 This is a major development and, as required, an Energy Assessment and Sustainability Statement have been submitted in support of the application. Energy Assessment demonstrates that the scheme would deliver a total carbon dioxide (CO₂) reduction of 83%, significantly exceeding the London Plan minimum target of 35% and the Greater London Authority's 50% benchmark for major residential development. The separate London Plan requirement for at least 10% CO₂ reductions through energy efficiency measures alone is also comfortably met, with the assessment demonstrating 71% CO₂ savings through energy efficiency improvements.

6.139 The proposed energy efficiency measures include enhanced fabric performance exceeding Building Regulations, improved air-tightness, mechanical ventilation with heat recovery, and the use of low-energy LED lighting throughout the development. The scheme has been assessed for connection to an existing heat network; however, no operational network is currently available in this location. The development will nonetheless be designed to be future-proofed, allowing connection to any district heat network that may come forward in the area.

6.140 In terms of on-site renewable energy generation, the proposals include the use of air source heat pumps (ASHPs) to provide heating and hot water, alongside roof-mounted solar photovoltaic panels. Indicative designs show 47 PV panels covering approximately 114 sqm, generating on-site renewable electricity, with final panel layout to be confirmed at a later design stage. The final details and implementation would be secured by condition. A separate Overheating Assessment has been submitted and confirms that overheating risks are appropriately mitigated in accordance with the London Plan cooling hierarchy.

6.141 With the above on-site measures in place, a residual level of carbon emissions remains. A carbon offset payment of £14,441 has been identified in the submitted Energy Assessment, based on the GLA's £95/tonne carbon price. However, the Council adopted a new local carbon pricing mechanism on 1 July 2025, and when this updated price is applied, the total offset required to achieve net zero carbon is £24,547. Given that this is a Council-led scheme, it is recommended that the offset payment be based on the local carbon price and secured through the legal agreement. A commitment has also been made to monitor energy performance through the GLA Be Seen portal, which should similarly be secured via the legal agreement.

6.142 With regards to wider sustainable design and construction, measures are proposed in the Sustainability Statement. The proposal would include the use of responsibly sourced and recycled construction material. There are also sustainable transport measures proposed including cycle parking and the development would be car free. Water efficiency measures will be implemented to limit internal water use to no more than 105 litres per person per day which is in line with London Plan and Local Plan requirements and an improvement on the Building Regulations requirements. Sustainable drainage features are proposed along with planting and biodiversity improvement measures.

6.143 In conclusion, the proposed development is considered to comply with the relevant energy and sustainability policies. It accords with London Plan Policy SI2 by achieving on-site carbon reductions well in excess of the minimum requirements and appropriately addressing the remaining shortfall through a carbon offset contribution. The design approach also aligns with London Plan Policy SI4, demonstrating that overheating risks have been minimised through the application of the cooling hierarchy. Furthermore, the scheme satisfies the requirements of Local Plan Policies CC1 and CC2 by implementing London Plan sustainable energy and design principles, incorporating on-site low-carbon energy generation, and embedding wider sustainable design and construction measures within the development.

Flood risk

6.144 Paragraph 170 of the NPPF states that 'Inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk (whether existing or future). Where development is necessary in such areas, the development should be made safe for its lifetime without increasing flood risk elsewhere'.

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

6.146 Policy CC3 (Minimising flood risk and reducing water use) requires that new development is required to reduce the use of water and to minimise current and future flood risk.

6.147 The site is in the Environment Agency's Flood Zone 3. As required, a Flood Risk Assessment (FRA) has been submitted with the application. Although the site is well defended from flood risk from the Thames, due to the presence of high levels of protection from the Thames tidal flood defences, if these were breached, flood waters could approach the site.

6.148 The Environment Agency were consulted on the proposal and they confirmed that the proposal adequately assessed the risk from a breach in the Thames tidal flood defences using the latest modelled tidal breach data. As a result, it has been demonstrated that no sleeping accommodation is proposed below the modelled tidal breach flood level. As a result, the EA raise no objection to the proposal and the proposal is considered to be acceptable with regards to flood risk.

Surface water

6.149 Policy SI 13 (Sustainable drainage) of the London Plan promotes sustainable drainage by encouraging greenfield run-off rates and managing surface water as close to its source. It prioritises green infrastructure and sets out a drainage hierarchy to support biodiversity, water efficiency, and amenity.

6.150 Policy CC4 (Minimising surface water run-off with sustainable drainage systems) of the Local Plan seeks that developments manage surface water run-off and requires all major developments to implement SuDS and to provide a sustainable drainage strategy.

6.151 The site is not in a surface water flooding hotspot, although there is a flow path indicated on the maps provided in the council's Surface Water Management Plan along Pearscroft Road. A Surface Water Drainage Strategy has also been submitted which sets out the intention is to use several different types of Sustainable Drainage System (SuDS) such as green/blue roofs along with soft landscaping and an attenuation tank with flow control to limit stormwater discharges to the sewer to 2 l/s. This discharge rate can provide up to 98% improvement on current discharge rates. Some details remain to be concluded, therefore a condition will be imposed requiring the submission of an updated Strategy including details of the rainwater harvesting measures, the green and green/blue roofs, the soft landscaping and permeable surfaces and attenuation tanks.

6.152 The implementation of the suitable finished floor levels and sustainable drainage measures will be secured by a condition. On this basis, officers consider that the proposed development would not detrimentally impact on flood risk or surface water run-off and would be in accordance with the policies cited above.

Air Quality

6.153 Paragraph 187 of the NPPF seeks to prevent new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of air pollution.

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

6.155 Policies CC1 and CC10 of the Local Plan seeks to reduce potential adverse air quality impacts arising from new developments and sets out several requirements. These are supported by Planning Guidance SPD Key Principles AQ1 to AQ5.

6.156 The development site is within the borough wide Air Quality Management Area (AQMA) and an area of existing poor air quality primarily due to vehicle traffic emissions from the highly trafficked Wandsworth Bridge Road (A217). The development proposal will introduce new residential receptors into this area. Further Mitigation measures will be required to make the development acceptable in accordance with Local Plan Policy CC10 and London Plan Policy SI 1 (2021). On this basis, the Council's Environmental Quality officer has considered the proposal and has recommended conditions relating to dust management, details of emission control Non-Road Mobile Machinery (NRMM) and On Road Vehicles, the submission of a ventilation strategy and details of the installation of Zero Emission /Air Source Heat Pumps or Electric Boilers for space heating and hot water, cooking appliances, green vegetation barrier, secondary mains power, waste water heat recovery, battery storage, private network energy microgrid, and a sustainable delivery hub. Furthermore, a contribution of £5000 per annum for compliance monitoring during demolition and construction phases.

6.157 The ventilation strategy requested by the Environmental Quality officer requires the restricted opening of all habitable room windows. Whilst these comments are noted it would not be reasonable or practical to require all windows to be restricted opening due to the impact upon the amenity of future occupiers and potential solar gain along with the fact that the majority of openings afford access to balconies or terraces. The design of the proposal and in particular a number of the sustainability measures mean that it would be impossible to achieve a number of other standard requirements of the condition. However, it will still be possible to provide an alternative form of mechanical ventilation which will give a suitable alternative to natural ventilation. On this basis it is considered that the proposal would provide acceptable air quality for future occupiers.

6.158 Furthermore, whilst the comments regarding the need for a sustainable delivery hub are noted it is not considered reasonable or necessary to make this development acceptable given the overall small scale of the development. Therefore, this condition will not be imposed on this particular scheme.

6.159 A number of other conditions are not reasonable or necessary in relation to this scheme or are controlled by other conditions.

6.160 On the basis of relevant conditions it is considered that the proposed development would not detrimentally impact on Air Quality and would be in accordance with the policies cited above.

LAND CONTAMINATION

6.161 Paragraph 196 of the NPPF states that planning decisions should ensure that a site is suitable for its proposed use taking account of ground conditions and any risks arising from land instability and contamination. This includes risks arising from natural hazards or former activities such as mining, and any proposals for mitigation including land remediation.

6.162 Policy CC9 (Contaminated land) of the Local Plan requires a site assessment and a report on its findings for developments on or near sites known to be (or where there is reason to believe they may be) contaminated. Development will be refused 'unless practicable and effective measures are to be taken to treat, contain or control any contamination'. Any permission will require that any agreed measures with the council to assess and abate risks to human health or the wider environment are carried out as the first step of the development. Policy CC4 (Minimising surface water run-off with sustainable drainage system) 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.

6.163 Key principles LC 1-6 of the Planning Guidance SPD identify the key principles informing the processes for engaging with the council on, and assessing, phasing and granting applications for planning permission on contaminated land. The latter principle provides that planning conditions can be used to ensure that development does not commence until conditions have been discharged.

6.164 Potentially contaminative land uses, past or present, are understood to occur at, or near to, this site. In order to ensure that no unacceptable risks are caused to humans, controlled waters, or the wider environment during and following the development works conditions would be attached covering the assessment and remediation of contaminated land if the application were to be approved.

ECOLOGY

Biodiversity Net Gain

6.165 The Environment Act 2021 Act introduced a statutory requirement for developments to deliver a minimum 10% BNG ensuring biodiversity is left in a measurably better state than before development. This requirement is now embedded in the Town and Country Planning Act 1990 (as amended) and applies to most planning permissions, with local planning authorities required to ensure compliance.

6.166 Policy G6 (Biodiversity and access to nature) of the London Plan promotes BNG as a key principle, requiring development proposals to ensure biodiversity is improved, with compensation exceeding any losses in biodiversity value.

6.167 The application is supported by a Preliminary Ecological Appraisal and Biodiversity Impact Assessment. The BNG calculations demonstrate compliance with the above requirements. This is a significant onsite gain and will require the submission of a Biodiversity Gain Plan and a Habitat Management and Monitoring Plan for a 30-year period. The Ecology Officer was consulted on the application and raised no objection subject to these conditions.

Urban Greening Factor

6.168 Policy G1 (Green infrastructure) of the London Plan states that development proposals should incorporate appropriate elements of green infrastructure that are integrated into London's wider green infrastructure network.

6.169 Policy G5 (Urban greening) of the London Plan refers to the Urban Greening Factor (UGF) to measure the level of greening in developments. The target UGF is 0.4 for residential and 0.3 for commercial schemes.

6.170 The submitted landscape strategy includes a range of green roofs, planting of trees, mixed planting, and permeable paving. The applicant has submitted an Urban Greening Factor of 0.51 which exceeds the required score for the development type. The Council's Ecology Officer confirmed that the proposal would be acceptable in this regard subject to a condition in relation to a detailed landscaping scheme and management of this.

FIRE SAFETY

6.171 Planning Gateway One, introduced through the Building Safety Act 2022, is the first checkpoint in the planning system under the Building Safety Act reforms. It aims to integrate fire safety into the design and planning of developments involving “Relevant Buildings”. A building is considered relevant if it is:

- 18 metres or more in height or has 7 or more storeys.
- Contains two or more dwellings or educational accommodation (e.g. flats, student housing, boarding schools).

6.172 LP Policy D12 seeks to ensure developments incorporate the highest standards of fire safety and provide for emergency evacuation of all users. Policy D12 states that all major development proposals should be submitted with a Fire Statement detailing how the development proposal will function in terms of the building's construction methods; the means of escape for all building users; features which reduce the risk to life; access for fire service personnel and equipment; and how provision will be made within the curtilage of the site to enable fire appliances to gain access to the building.

6.173 The proposed development does not trigger Planning Gateway One. The development would be 5 storeys (ground floor, plus 4 upper-level storeys). The height of the top occupied floor level is 17.4m Above Ground Datum (AOD) with roof parapet height of 18.5m. Furthermore, a fire statement was submitted with the application confirming that appropriate measures will be incorporated within the scheme.

ECONOMIC DEVELOPMENT

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

6.175 In accordance with the above policies, contributions would be required towards the provision of appropriate employment and training initiatives for local people of all abilities during the construction phase of the development (i.e. apprenticeships and paid and unpaid work placements) as well as contributions to support the procurement of local labour. As a result, the legal agreement would secure support for employment, training and local business, as well as a commitment to sign up to Upstream London, the Council's Industrial Strategy for inclusive economic growth.

7.0 PLANNING OBLIGATIONS / COMMUNITY INFRASTRUCTURE LEVY (CIL)

Legal Agreement Heads of Terms

- 7.1 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'.
- 7.2 Local Plan Policy INFRA1 (Planning Contributions and Infrastructure Planning) advises that the council will seek planning contributions to ensure the necessary infrastructure to support the Local Plan is delivered using two main mechanisms 'Community Infrastructure Levy (CIL) and Legal Agreements (s106 or Unilateral Undertaking).
- 7.3 The legal agreement for this development will include the following heads of terms:
 - i. Affordable Housing - to secure the delivery of 50% affordable homes (19 units) comprising:
 - a. 63% Social Rent (12 units); and
 - b. 37% Shared Ownership (7 units)
 - ii. Highway Works - Provide the financial contribution towards improvements set out in the ATZ document. Measures to be secured through s278.
 - iv. Construction Travel Plan - submission and implementation of an approved Construction Travel Plan. A contribution of £2,000 per year until completion of construction towards Travel Plan monitoring.
 - v. Construction Logistics Plan Monitoring fee £2,000
 - vi. Car Permit Free - To prohibit any occupiers of the 38 residential units, other than Blue Badge Holders, from obtaining a parking permit, under Section 16 of the Greater London Council (General Powers) Act 1974.
 - vii. Energy and Sustainability - carbon dioxide emission offset contribution of is £24,547

Commitment to monitor energy performance through the GLA Be Seen portal

viii. Employment, Training and Local Procurement - At least 10% of the total number of people employed during the development are local (H&F) residents, including:

- a. 8 apprenticeships lasting at least 12 months
- b. 3 paid work experience placements lasting at least 6 months
- c. 3 unpaid work experience placements for local (H&F) residents and students of local (H&F) schools lasting at least 4 weeks

- An Employment and Skills Plan agreed with the council to deliver these targets
- £52,375 (£49,000 E&S + £3,375 LP) financial contribution to support delivery of the Council's Industrial Strategy "Upstream London", including to support employment, skills and local procurement activities
- 10% of the build cost to be spent on businesses based in Hammersmith & Fulham,
- A local supply chain procurement delivery plan agreed with the council to deliver this target
- A commitment to sign up to the Council's Upstream Pathway Bond.

ix. Air Quality - £3,000 per annum for the demolition and construction phases of the development will be required for the Council's compliance monitoring of the AQDMP and maintain the councils Construction Site Monitoring Register Website.

Mayoral and Local CIL

- 7.4 The Mayor's CIL (Community Infrastructure Levy) came into effect in April 2012 and new fee rates came into effect in April 2019. This development would be subject to this London wide community infrastructure levy which in this case would be £287,944.00.
- 7.5 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. In this case the contribution would be £1,439,720.00 excluding indexation.
- 7.6 Given the proposal is for 50% affordable housing it would be eligible for relief from part of this CIL contribution provided this was properly applied for.

8.0 CONCLUSION

- 8.1 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.
- 8.2 In the assessment of the application regard has been given to the National Planning Policy Framework (2024), London Plan (2021), and Local Plan (2018) policies as well as relevant guidance.

Overall planning balance

- 8.3 In summary, the principle of development has been justified. The proposal would contribute towards the quantity of the borough's market and affordable housing stock. The proposal is acceptable in visual terms and is considered to be of a high quality of design and acceptable with regards to the impact upon heritage assets. Subject to conditions the proposal would not result in unacceptable impacts upon the amenities of neighbouring residential properties. The new residential units comply with the relevant standards and provide a good quality of accommodation for the new occupants. Highways, transportation and environmental matters including energy and sustainability, ecology, flood risk, air quality and land contamination have also been satisfactorily addressed and will be subject to conditions and a legal agreement. In these respects, the proposals comply with the relevant policies of the NPPF (2024), the London Plan (2021), the Local Plan (2018) and the relevant Key Principles within the Planning Guidance Supplementary Planning Document (2018).
- 8.4 Officers have taken account of all the representations received and in overall conclusion for the reasons detailed in this report it is considered, having regard to the development plan as a whole and all other material considerations, that planning permission should be granted subject to the conditions listed, and the completion of a legal agreement.

9.0 RECOMMENDATION

- 9.1 Grant planning permission subject to conditions and the completion of a satisfactory legal agreement.