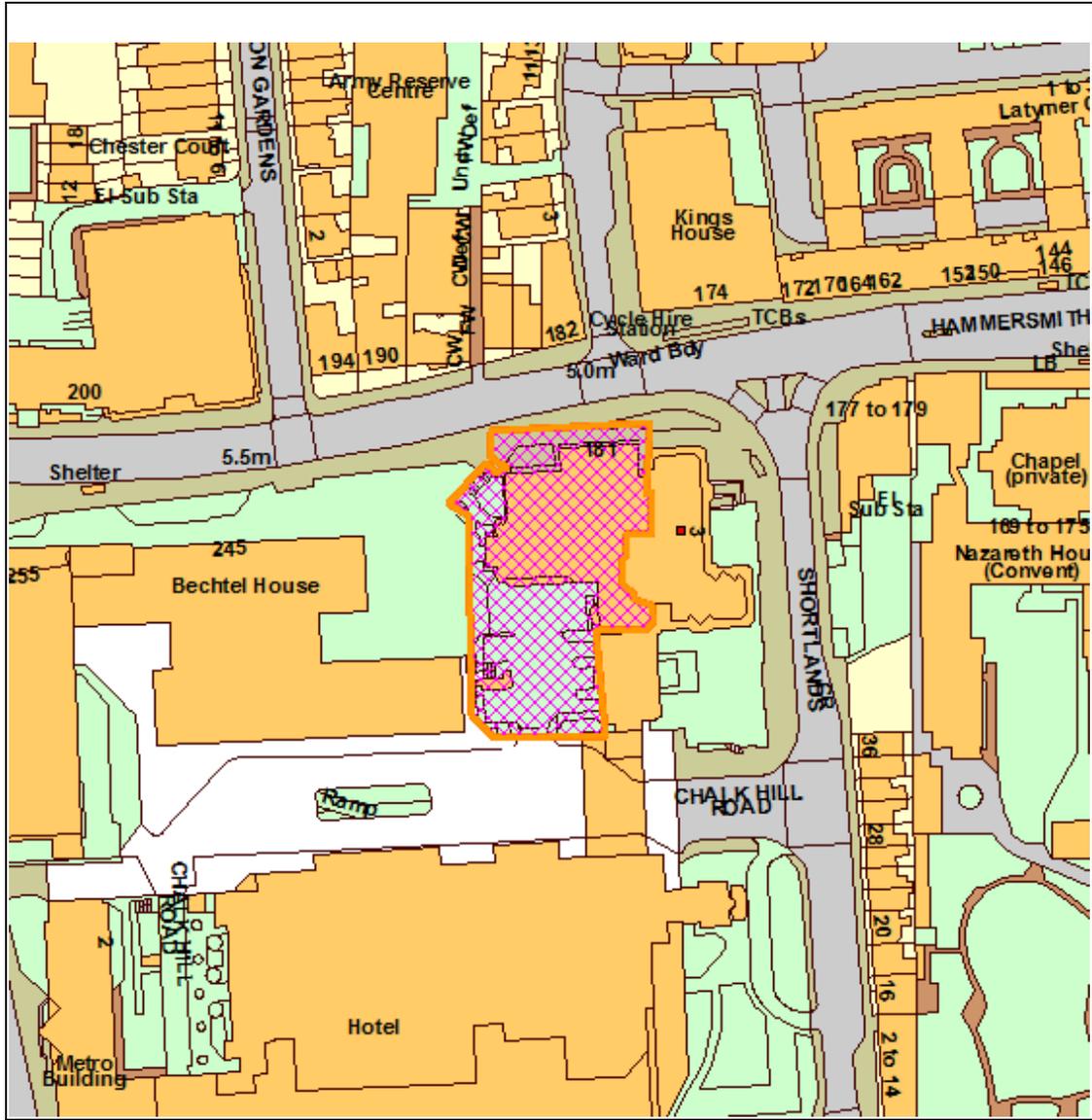


**Ward:** Hammersmith Broadway

**Expiry Date:** 28th November 2025

**Site Address:**

3 Shortlands, London, W6 8DA



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**For identification purposes only - do not scale.**

**Reg. No:**  
2025/01723/FUL

**Date valid:**  
29.08.2025

**Recommendation Date:**  
20.01.2026

**Committee Date:**  
10.03.2026

**Case Officer;**  
Matthew Lawton

**Conservation Area:**

**Applicant:**

Romulus Shortlands Ltd  
C/O Agent Newmark  
W1T 3JJ.

**Description:**

Erection of a double height single storey (including mezzanine) rear extension to the existing gym (and pool) with roof terrace over; extension of existing mezzanine floor to the north west corner of the building; relocation of the gym entrance to the piazza to the west (between 3 Shortlands and 245 Hammersmith Road); adjustments to the facades fronting Hammersmith Road and the adjacent piazza to the west and associated works including improvements to the public realm and landscaping along Hammersmith Road.

Drg. Nos: Refer to Condition 2.

**Application type:**

Full Detailed Planning Application

**Officer Recommendation:**

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

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

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

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

- 2) The development shall be carried out and completed in accordance with the

following approved drawings:

3SHO-AAM-ZZ-DR-A-3001 Rev.P2  
3SHO-AAM-ZZ-DR-A-3000 Rev.P3  
3SHO-AAM-ZZ-DR-A-2001 Rev.P6  
3SHO-AAM-ZZ-DR-A-2000 Rev.P6  
3SHO-AAM-R-DR-A-1052 Rev.P2  
3SHO-AAM-00-DR-A-1050 Rev.P3  
3SHO-AAM-M1-DR-A-1051 Rev.P2  
3SHO-AAM-XX-DR-A-0001 Rev.P1  
3SHO-AAM-XX-DR-A-1012 Rev.P1  
1403-MGS-XX-L00-DR-LA-0001 Rev.P14  
1403-MGS-XX-L00-DR-LA-0201 Rev.P09  
1403-MGS-XX-L00-DR-LA-0203 Rev.P01  
1403-MGS-XX-L00-DR-LA-0010 Rev.P03  
1403-MGS-XX-L02-DR-LA-0002 Rev.P09  
1403-MGS-XX-L02-DR-LA-0202 Rev.P10

In order to ensure full compliance with the planning application hereby approved and to prevent harm arising through deviations from the approved plans, in accordance with Policies DC1, DC4, and DC8 of the Local Plan (2018).

- 3) Any alterations to the elevations of the existing building, including works of making good, shall be carried out in the same materials as the existing elevation to which the alterations relate.

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

- 4) Prior to commencement of the development hereby approved, a Demolition and Construction Management Plan shall be submitted to, and approved in writing by, the Council. Details shall include control measures for dust, noise, vibration, lighting, delivery locations, restriction of hours of work and all associated activities audible beyond the site boundary to 0800-1800hrs Mondays to Fridays and 0800 -1300 hrs on Saturdays with no works permitted on Sundays and Bank Holidays, advance notification to neighbours and other interested parties of proposed works and public display of contact details including accessible phone contact to persons responsible for the site works for the duration of the works. Approved details shall be implemented throughout the project period.

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

- 5) Prior to commencement of the development hereby approved, a Demolition

and Construction Logistics Plan (CLP) in accordance with Transport for London Guidance shall have been submitted to, and approved in writing by, the Local Planning Authority. The CLP should cover the following minimum requirements: details of community liaison and engagement; site logistics and operations; construction vehicle routing; contact details for site managers and details of management lines of reporting; location of site offices, ancillary buildings, plant, wheel-washing facilities, stacking bays and parking; storage of any skips, oil and chemical storage etc.; access and egress points; membership of the Considerate Contractors Scheme; as well as a clear description of how the site will discourage the use of private transport by personnel employed in its construction. The approved details shall be undertaken in accordance with the terms and throughout the period set out in the CLP.

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

- 6) The indoor sport, recreation, or fitness use and indoor swimming pool shall be used solely for the purposes of an indoor sport, recreation, fitness or swimming pool use only and for no other purpose, including any other purpose in Classes E and F2 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended), or any subsequent Order or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification.

In granting this permission, the Council has had regard to the particular circumstances of the case. The change of use could raise materially different planning considerations which the council would want to consider, in accordance with Policies T1, E3, DC1, DC4, DC8, CC10, CC11, CC11, CC12 and CC13 of the Local Plan (2018), and relevant Key Principles of the Planning Guidance SPD (2018).

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

Key Requirements:

The Biodiversity Gain Plan must show how BNG will be achieved and should be prepared in accordance with the completed metric (titled 12814.The\_Statutory\_Biodiversity\_Metric\_Calculation\_Tool\_-\_Macro\_enabled\_V3.xlsm) prepared by Ecology Solutions (dated June 2025) and agreed habitat bank provision. 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;
- evidence 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, or off-site if agreed, in accordance with Policies G1 and G6 of the London Plan (2021), Policy OS5 of the Local Plan (2018) and Schedule 7A of the Town and Country Planning Act 1990.

- 8) 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) a non-technical summary;
  - b) the roles and responsibilities of the people or organisation(s) delivering the HMMP;
  - c) 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;
  - d) proposed habitat details including species composition, requirements to reach the condition detailed in the metric, distinctiveness and any additional features such as log piles;
  - e) accompanying plans of the site boundary, baseline and proposed habitats, provided in GIS format;
  - f) 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
  - g) 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:

- a) the habitat creation and enhancement works set out in the approved HMMP have been completed; and
- b) 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. All significant habitats managed and monitored as described within the HMMP must be legally secured for a minimum of 30 years.

To ensure the development delivers any relevant significant on-site gains and any offsite gains to meet biodiversity net gain, as set out in the pre-approved Biodiversity Gain Plan, in accordance with Policies G1 and G6 of the London Plan (2021), Policy OS5 of the Local Plan (2018) and Schedule 7A of the Town and Country Planning Act 1990.

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

In the interests of air quality and to limit the impact of the proposed construction works on the operation of the public highway, in accordance with Policies SI1 and T7 of the London Plan (2021), Policies CC10 and T7 of the Local Plan (2018), and the Council's Air Quality Action Plan.

- 10) Prior to the commencement of the demolition phase, details of fugitive dust particulates (PM10, PM2.5) emissions control in compliance with the Mayor of London's 'The Control of Dust and Emissions during Construction and Demolition' SPG, July 2014, shall be submitted to, and approved in writing by, the Council. Details of installation shall include photographic confirmation of the temporary solid timber hoarded fencing (minimum height 2.5 metres) in accordance with BS 5975-2:2024 around the perimeter of the site on all site boundaries. Approved details shall be fully implemented and permanently retained and maintained during the demolition and construction phases of the development.

In the interests of air quality, in accordance with Policy SI1 of the London Plan (2021), Policy CC10 of the Local Plan (2018), and the Council's Air Quality Action Plan.

- 11) 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 Council's 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.

In the interests of air quality, in accordance with Policy SI1 of the London Plan (2021), Policy CC10 of the Local Plan (2018), and the Council's Air Quality Action Plan.

- 12) Prior to occupation of the development hereby permitted, details (including manufacturer specification, location and type, installation/commissioning certificates and photographic confirmation) of the installed active electric vehicle charging point for the two off-street car parking spaces and one loading bay (minimum 22 kW) shall be submitted to, and approved in writing by, the Local Planning Authority. Approved details shall be fully implemented prior to the occupation/use of the development and thereafter permanently retained and maintained.

In the interests of air quality, in accordance with Policy SI1 of the London Plan (2021), Policy CC10 of the Local Plan (2018), and the Council's Air Quality Action Plan.

- 13) Prior to commencement of the enabling works, site clearance or demolition works of the development hereby permitted, details of the Non-Road Mobile Machinery (NRMM) to be used shall be submitted to, and approved in writing by, the Local Planning Authority. The NRMM shall have CESAR Emissions Compliance Verification (ECV) identification and shall comply with the minimum Stage V NO<sub>x</sub> and PM<sub>10</sub> emission criteria of The Non-Road Mobile Machinery (Type-Approval and Emission of Gaseous and Particulate Pollutants) Regulations 2018 and its subsequent amendments. This will apply to both variable and constant speed engines for both NO<sub>x</sub> and PM. An inventory of all NRMM shall be registered on the London GLA NRMM register. Approved details shall be fully implemented and thereafter permanently retained and maintained until occupation of the complete development.

In the interests of air quality, in accordance with Policy SI1 of the London Plan (2021), Policy CC10 of the Local Plan (2018), and the Council's Air Quality Action Plan.

- 14) Prior to commencement of above ground works in each phase of the development hereby permitted, a Ventilation Strategy Report to mitigate the impact of existing poor air quality for the gym use (Class E) shall be submitted to, and approved in writing by, the Local Planning Authority. This

is applicable to all floors where Council 2030 World Health Organisation aligned Annual Mean Air Quality Targets for Nitrogen Dioxide (NO<sub>2</sub>) - 10ug/m<sup>3</sup>, Particulate (PM<sub>10</sub>) -15 ug/m<sup>3</sup> and Particulate (PM<sub>2.5</sub>) - 5 ug/m<sup>3</sup> are exceeded and where current and future predicted pollutant concentrations are within 5% of these limits. The report shall include the following information:

- a) Details and locations of the ventilation intake locations at rear roof level or on the rear elevations of all gym use floors.
- b) Details and locations of ventilation extracts, to demonstrate that they are located a minimum of 2 metres away from the air ventilation intakes, to minimise the potential for the recirculation of extract air through the supply air ventilation intake.
- c) Details of the independently tested mechanical ventilation system with Nitrogen Dioxide (NO<sub>2</sub>) and Particulate Matter (PM<sub>2.5</sub>, PM<sub>10</sub>) 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<sub>2.5</sub>, PM<sub>10</sub>) in accordance with BS EN ISO 10121-1:2014 and BS EN ISO 16890:2016.

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

In the interests of air quality, in accordance with Policy SI1 of the London Plan (2021), Policy CC10 of the Local Plan (2018), and the Council's Air Quality Action Plan.

- 15) 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 14 to mitigate the impact of existing poor air quality shall be submitted to and approved in writing by the Local Planning Authority. The report shall be produced by an accredited Chartered Building Surveyor (MRICS). Approved details shall be fully implemented prior to the occupation/use of the development and thereafter permanently retained and maintained.

In the interests of air quality, in accordance with Policy SI1 of the London Plan (2021), Policy CC10 of the Local Plan (2018), and the Council's Air Quality Action Plan.

- 16) Prior to occupation of the development hereby permitted, details (including manufacturer specification, installation/commissioning certificates, gas supply/meter site clear certificate and photographic confirmation) of the installed Heat Battery Boiler, Electric boiler or alternative electrical only heating/cooling systems to be provided for space heating, hot water and

cooling for the gym use (Class E) shall be submitted to, and approved in writing by, the Local Planning Authority. Approved details shall be fully implemented prior to the occupation/use of the development and thereafter permanently retained and maintained.

In the interests of air quality, in accordance with Policy SI1 of the London Plan (2021), Policy CC10 of the Local Plan (2018), and the Council's Air Quality Action Plan.

- 17) Prior to occupation of each phase of the development hereby permitted, details (including manufacturer specification, installation/commissioning certificates and photographic confirmation) of the installed Waste Water Heat Recovery System (WWHRS) in the Shower room facilities for the gym use (Class E) shall be submitted to and approved in writing by the Local Planning Authority. Approved details shall be fully implemented prior to the occupation/use of the development and thereafter permanently retained and maintained.

In the interests of air quality, in accordance with Policy SI1 of the London Plan (2021), Policy CC10 of the Local Plan (2018), and the Council's Air Quality Action Plan.

- 18) Prior to commencement of the works above ground hereby permitted (excluding site clearance and demolition), details and samples of all the materials to be used in all external faces and roofs of the building to include entrances, cladding, fenestration, roofing and plant, shall be submitted to, and approved in writing by, the Council. External material sample panels shall be erected onsite for the inspection and written approval by Council. The development shall be carried out in accordance with the details as approved and thereafter permanently retained in this form thereafter.

To ensure a satisfactory external appearance and to prevent harm to the character and appearance of the adjacent conservation area and preserve the settings of nearby listed buildings, in accordance with Policy D4 of the London Plan (2021) and Policies DC1, DC4 and DC8 of the Local Plan (2018).

- 19) With the exception of the terrace area indicated on the approved drawings, no part of any other roof of the approved development shall be used as a terrace or other amenity space. The terrace area shall not be used after 21:30 and before 08:00 the following day Mondays to Fridays and shall not be used after 21:30 and before 09:00 the following day Saturdays, Sundays and Bank Holidays. No live or amplified music shall be played or performed on the external terrace area hereby permitted

To safeguard the amenities of the occupiers of neighbouring properties, and to avoid the potential for noise and disturbance, in accordance with policies CC11 and HO11 of the Local Plan (2018).

- 20) At the development hereby permitted no deliveries nor collections/loading nor unloading shall occur between the hours of 21:00 to 07:00 the following day.

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

- 21) No alterations shall be carried out to the external appearance of the building hereby permitted, including the installation of air-conditioning units, ventilation fans, extraction equipment, flues or other plant equipment and associated external pipework or ducting not shown on the approved drawings, without planning permission first being obtained. Any such changes shall be carried out in accordance with the approved details.

To ensure a satisfactory external appearance and to prevent harm to the amenities of the occupiers of neighbouring residential properties, in accordance with Policies DC1, DC4, DC8, CC11, CC13 and HO11 of the Local Plan (2018), and Key Principles of the Planning Guidance SPD (2018).

- 22) 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).

- 23) 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 and surrounding premises is not adversely affected by vibration, in accordance with Policies CC11 and CC13 of the Local Plan (2018).

- 24) Prior to occupation of the development hereby approved, details of external artificial lighting shall be submitted to and approved in writing by the Council. Lighting contours shall be submitted to demonstrate that the vertical illumination of neighbouring premises is in accordance with the recommendations of the Institution of Lighting Professionals in the 'Guidance Notes For The Reduction Of Light Pollution 2011'. Details should also be

submitted for approval of measures to minimise use of lighting and prevent glare and sky glow by correctly using, locating, aiming and shielding luminaires. Approved details shall be implemented prior to occupation of the development and thereafter be permanently retained.

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

- 25) The development hereby approved shall not be occupied until the measures set out in the submitted Sustainability and Energy Statement, Ref.304898, Rev.B, dated 8/12/2025, prepared by Melin Consultants, have been fully implemented on site and they shall be permanently retained thereafter.

In the interests of energy conservation, reduction of CO2 emissions and sustainable design and construction, in accordance with Policies SI 2 and SI 4 of the London Plan (2021) and Policies CC1 and CC2 of the Local Plan (2018).

- 26) Notwithstanding the details shown on the plans hereby approved, no advertisements shall be installed on the building hereby permitted without the prior written approval of the Council.

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

- 27) Prior to occupation of the development hereby permitted, a Delivery and Servicing Management Plan (DSMP), shall be submitted to, and approved in writing by the Council. The development hereby permitted shall subsequently be carried out in full accordance with the approved DSMP. The DSMP shall be regularly monitored and reviewed and any subsequent modifications or alterations to the DSMP should be submitted to, and approved in writing by, the Council.

To ensure that servicing activities do not adversely impact on the highway, in accordance with Policy T7 of the London Plan (2021) and Policy T2 of the Local Plan (2018).

- 28) Prior to occupation of the of the development hereby permitted, a Waste Management Strategy (WMS) shall be submitted to, and approved in writing by, the Local Planning Authority. Details shall include the management and times of refuse/recycling collection; details of the waste collection pick up area (within 10m drag distance of the public highway); and location of loading bays and vehicle movements. The approved details shall be implemented prior to occupation and the WMS hereby permitted shall thereafter operate in accordance with the approved details. The WMS shall be regularly monitored and reviewed and any subsequent modifications or

alterations to the WMS should be submitted to, and approved in writing by, the Council.

To ensure that satisfactory provision is made for refuse storage and collection and that associated vehicle servicing activities do not adversely impact on the highway, in accordance with Policy T7 of the London Plan (2021), and Policies CC7 and T2 of the Local Plan (2018).

- 29) Prior to occupation of the development hereby permitted details, including plans and elevations, of safe, secure and accessible bicycle storage for a minimum of 4 bicycles including 1 larger bicycle, shall be submitted to, and approved in writing by the Council. The cycle parking facilities should be in accordance with London Cycling Design Standards. Details of the enclosure and internal stands should comprise design/manufacturers specifications/materials. The bicycle storage facilities shall be implemented as approved prior to the occupation of the development and shall thereafter be permanently maintained for the life of the development. Should the number of full-time equivalent staff regularly on site at any one time increase above the projected 20 then the provision of bicycle storage shall be increased accordingly in order to continue to provide a policy compliant quantum of long stay cycle parking spaces.

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

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

In order to ensure that the Council can fully consider the effect of telecommunications equipment upon the character and appearance of the building and its setting, in accordance with Policies DC1, DC4 and DC8 of the Local Plan (2018).

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

It is considered that such structures would seriously detract from the appearance of the building, contrary to Policies DC1, DC4 and DC8 of the Local Plan (2018).

- 32) The development hereby permitted shall not commence above ground (excluding site clearance and demolition) until a statement of how the principles of Secured by Design, in terms of security improvements, are to

be adequately achieved, has been submitted to, and approved in writing by, the Council. Such details shall include, but not be limited to, CCTV coverage and access controls. The approved details shall be carried out prior to occupation of the development hereby approved and permanently retained thereafter.

To ensure a safe and secure environment for users of the development, in accordance with policy D11 of the London Plan (2021) and policies DC1 and DC2 of the Local Plan (2018).

- 33) The green roofs (including planting and maintenance plan) as detailed in the following submitted drawings and documents, shall be installed prior to occupation of the development, and permanently retained and maintained as such thereafter:

1403-MGS-XX-L02-DR-LA-0202 Rev.P10  
1403-MGS-XX-L02-DR-LA-0002 Rev.P09  
Landscape Maintenance and Management Schedules

Any shrubs or planting pursuant to the approved details being removed or seriously damaged, dying or diseased within five years of the date of planting shall be replaced in the next planting season with a similar size and species to that originally required to be planted.

To ensure the provision of green roofs in the interests of sustainable drainage and habitat provision, in accordance with policies SI 13, G1 and G5 of the London Plan (2021) and policies OS1, OS4, OS5 and CC4 of the Local Plan (2018).

- 34) The development hereby approved shall not be occupied until the measures set out in the submitted Flood Risk Assessment, Ref.AEG7462\_W6\_LBHF\_01, Issue 2, dated 3/6/2025, and Surface Water Drainage Statement, Ref.AEG7462\_W6\_LBHF\_05, Second Issue, dated 22/12/25, both prepared by Aegaea Limited, have been fully implemented on site and they shall be permanently retained thereafter.

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

- 35) The development hereby approved shall be implemented only in accordance with the recommendations made in the submitted document 'Phase 1 Desk Study' Ref. 1923648-R01 (01) dated 18/9/25. 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).

- 36) 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 submitted document 'Phase 1 Desk Study' Ref. 1923648-R01 (01) dated 18/9/25, 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).

- 37) 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).

- 38) 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).

- 39) 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).

- 40) 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).

- 41) Prior to the first occupation or operational use of the relevant part of the development hereby permitted, a Commercial Travel Plan (relating to both staff and users) shall be submitted to, and approved in writing by, the Local Planning Authority. The Commercial Travel Plan shall be in accordance with the TfL Travel Plan guidance and shall implemented in full compliance with the approved details and shall thereafter continue to be fully implemented whilst the approved users remain in operation. The plan shall be monitored and reviewed in years 1, 3 and 5 and the details of the outcome of this process shall be submitted in writing to the Local Planning Authority.

To ensure that the existing amenities of residents are safeguarded and to ensure that the operation of the development does not add unduly to the existing levels of traffic in accordance with policy T4 of the London Plan (2021) and policy T3 of the Local Plan (2018).

- 42) Prior to the commencement of the development hereby approved, a Demolition and Construction Workforce Travel Plan shall be submitted to, and approved in writing by, the Local Planning Authority. The Demolition and Construction Workforce Travel Plan shall be in accordance with the TfL Travel Plan guidance and shall implemented in full compliance with the approved details and shall thereafter continue to be fully implemented for the duration of the construction period. The DCWTP shall be annually monitored and reviewed, and the details of the outcome of this process shall be submitted in writing to the Local Planning Authority.

To ensure that the existing amenities of residents are safeguarded and to ensure that the construction workers access the site by sustainable modes and workers vehicles do not add to the existing levels of traffic in accordance with policy T4 of the London Plan (2021) and policy T3 of the Local Plan (2018).

- 43) The existing basement level car park at 3 Shortlands shall not be used at any time for car parking in relation to the development hereby approved.

To ensure that the existing amenities of residents are safeguarded and to ensure that users of the facilities access the site by sustainable modes and that

their vehicles do not add to the existing levels of traffic in accordance with policy T4 of the London Plan (2021) and policy T3 of the Local Plan (2018).

- 44) The development hereby permitted shall not be occupied until the ground floor window proposed in the northern elevation (as shown on drawing No. 3SHO-AAM-ZZ-DR-A-2000 Rev.P6) has been installed with fixed shut obscure glazing to a minimum level of obscurity equivalent to Pilkington Texture Glass Level 5. Thereafter, the window shall be retained in the form approved.

To ensure that the glazing would not result in overlooking of users of the facilities and any subsequent loss of privacy, in accordance with Policy HO11 and DC4 of the Local Plan (2018) and Key Principle HS7 of the Planning Guidance Supplementary Planning Document (2018).

- 45) Prior to commencement of the relevant part of the works, full details, including plans and elevations, of the proposed rooftop plant areas and plant screening 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).

- 46) The development hereby approved shall not commence before an Arboricultural Method Statement and Tree Protection Plan in accordance with BS5837:2012 in relation to the existing adjacent street trees on Hammersmith Road and the trees to be retained at the rear of the site, have been submitted to, and approved in writing by, the Council. The approved details shall be implemented prior to the commencement of the development and retained until construction works are completed.

To ensure that trees within the site to be retained are protected during the course of construction, in accordance with policies DC1, DC4, DC8 and OS5 of the Local Plan (2018).

- 47) Prior to commencement of the works (excluding demolition) hereby permitted, full details of the hard and soft landscaping of all areas external to the building, detailed drawings at a scale of not less than 1:20 to include all planting and paving, seating, fences, gates and other means of enclosure shall have to be submitted to and approved in writing by the Council, and the development shall not be used until such hard landscaping as is approved has been carried out. Any permeable hard surfacing shall use infiltration unless the ground conditions are identified to be unsuitable. Soft landscaping shall be carried out during the first planting season available. Any soft landscaping removed or severely damaged, dying or becoming seriously diseased within 5 years of planting shall be replaced with a tree or shrub of similar size and species to that originally

required to be planted.

To ensure a satisfactory external appearance and satisfactory provision for permeable surfaces in accordance with policies DC1, DC2, DC8 and OS5 of the Local Plan (2018).

- 48) No part of the development hereby approved shall be occupied or used until an Inclusive Access Management Plan has been submitted to, and approved in writing by, the Local Planning Authority. The plan shall set out how level access is provided to all parts of the building. The development shall not be operated otherwise than in accordance with the Inclusive Access Management Plan as approved and thereafter be permanently retained in this form.

To ensure that the proposal provides an inclusive and accessible environment in accordance with the Policy E10 of the London Plan (2021) and Policy E3 of the Local Plan (2018).

- 49) The development shall be carried out and completed in accordance with the submitted Fire Statement dated 9/6/25. The development shall be implemented in accordance with these details prior to occupation and shall thereafter be permanently retained in this form.

To ensure full compliance with, in accordance with Policy D12 of the London Plan (2021).

- 50) Prior to commencement of the relevant part of the works, full details, including plans and elevations, of the proposed refuse storage area 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 and DC2 of the Local Plan (2018).

- 51) No development shall be occupied until confirmation has been provided that either:-
1. Foul water capacity exists off site to serve the development, or
  2. A development and infrastructure phasing plan has been agreed with the Local Authority in consultation with Thames Water. Where a development and infrastructure phasing plan is agreed, no occupation shall take place other than in accordance with the agreed development and infrastructure phasing plan, or
  3. All Foul water network upgrades required to accommodate the additional flows from the development have been completed.

Network reinforcement works may be required to accommodate the

proposed development. Any reinforcement works identified will be necessary in order to avoid sewage flooding and/or potential pollution incidents. The developer can request information to support the discharge of this condition by visiting the Thames Water website at [thameswater.co.uk/preplanning](https://www.thameswater.co.uk/preplanning). Should the Local Planning Authority consider the above recommendation inappropriate or are unable to include it in the decision notice, it is important that the Local Planning Authority liaises with Thames Water Development Planning Department (e-mail: [devcon.team@thameswater.co.uk](mailto:devcon.team@thameswater.co.uk)) prior to the planning application approval.

- 52) No development shall be occupied until confirmation has been provided that either:-
1. Surface water capacity exists off site to serve the development or
  2. A development and infrastructure phasing plan has been agreed with the Local Authority in consultation with Thames Water. Where a development and infrastructure phasing plan is agreed, no occupation shall take place other than in accordance with the agreed development and infrastructure phasing plan. Or
  3. All Surface water network upgrades required to accommodate the additional flows from the development have been completed.

Network reinforcement works may be required to accommodate the proposed development. Any reinforcement works identified will be necessary in order to avoid flooding and/or potential pollution incidents. The developer can request information to support the discharge of this condition by visiting the Thames Water website at [thameswater.co.uk/preplanning](https://www.thameswater.co.uk/preplanning). Should the Local Planning Authority consider the above recommendation inappropriate or are unable to include it in the decision notice, it is important that the Local Planning Authority liaises with Thames Water Development Planning Department (e-mail: [devcon.team@thameswater.co.uk](mailto:devcon.team@thameswater.co.uk)) prior to the planning application approval.

### **Justification for approving application:**

- 1) **Land Use:** The proposed extended leisure facility would support the vitality and viability of the Hammersmith Town Centre and Hammersmith Regeneration Area, as well as providing economic and social regeneration benefits to LBHF. The proposal is judged to accord with the NPPF (2024), London Plan (2021) Policies E11, GG2 and S5 and Local Plan (2018) Policies CF1, CF3, E4, HRA and TLC1 and the Hammersmith Town Centre SPD (2024)
- 2) **Design and Heritage:** The proposals are considered to be of a high quality of design having regard to the character and appearance of the existing site and surrounding area, improving the character and provision of active frontages and landscaping to this section of Hammersmith Road. The proposals would not result in any harm to the character, significance or setting of any designated or non-designated heritage assets, including the significance of the Brook Green Conservation Area. The proposal is considered to be acceptable having due regard

to the provisions of sections 66 and 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990, and accords with the NPPF (2024), London Plan (2021) Policies D3, D4, D5 and D12, and Local Plan (2018) Policies DC1, DC4, DC5, DC8 and OS5 and Key Principles of the Planning Guidance Supplementary Planning Document (2018).

- 3) **Impact on Neighbouring Residents:** The development is considered to respect the principles of good neighbourliness in relation to the on-site characteristics. The impacts on outlook, overlooking and sunlight/daylight are considered to be acceptable. Measures would be secured by conditions and a legal agreement to mitigate environmental nuisance associated with the construction and operational phases. The proposed development therefore accords with the NPPF (2024), London Plan (2021) Policy D14, Local Plan (2018) Policies DC1, DC4, HO11, CC11, CC12 and CC13, and the relevant Key Principles of the Planning Guidance SPD (2018).
- 4) **Safety and Access:** The development would provide a safe, secure and accessible environment for all users in accordance with London Plan (2021) Policies D5 and D11 and Local Plan (2018) Policy DC4.
- 5) **Highways and Transportation:** It is considered that the scheme would not have a significant impact on the highway network or local parking conditions and is thus considered to be acceptable. Subject to conditions and a legal agreement the development accords with the NPPF (2024), London Plan (2021) Policies GG2, GG3, T1, T2, T4, T5, T6, T6.4, T6.5 and T7, Local Plan (2018) Policies T1, T2, T3, T4, T5, T7 and CC7, and the relevant Key Principles of the Planning Guidance SPD (2018).
- 6) **Flood Risk and SuDS:** A FRA and SuDS assessment has been submitted as required. Subject to a condition, the proposal is in accordance with the NPPF (2024), London Plan (2021) Policies SI 12 and SI 13, and Local Plan (2018) Policies CC3 and CC4.
- 7) **Energy and Sustainability:** An Energy Statement has been submitted outlining the energy efficiency and low/zero carbon measures to be implemented as part of the development with the aim of minimising energy use and associated CO<sub>2</sub> emissions, together with a carbon off-set payment secured by a legal agreement. The proposal therefore accords with the NPPF (2024), London Plan (2021) Policies SI 2 and SI 4, and Local Plan (2018) Policies CC1 and CC2.
- 8) **Air Quality:** With regards to air quality considerations, subject to additional mitigation secured by conditions, the development would be acceptable and compliant with London Plan (2021) Policy SI 1, Local Plan (2018) Policy CC10, and the Council's Air Quality Action Plan.
- 9) **Land Contamination:** Conditions would ensure that the site would be remediated to an appropriate level for the proposed uses. The proposed development therefore

accords with the London Plan (2021), and Local Plan (2018) Policy CC9.

- 10) Planning Obligations: Planning obligations to offset the impact of the development and to make the development acceptable in planning terms are secured. This includes a financial contribution towards Local Employment, Training and Skills Development Initiatives; a carbon dioxide emission offset financial contribution; monitoring fees in connection with a Habitat Management and Monitoring Plan, Construction Logistics Plan, Travel Plans and Delivery and Servicing Plan; car permit free restrictions and s278 highways works. The proposed development would therefore mitigate external impacts and would accord with London Plan (2021) Policy DF1 and Local Plan (2018) Policy CF1.

## Officer Report

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### LOCAL GOVERNMENT ACT 2000 LIST OF BACKGROUND PAPERS

#### **All Background Papers held by case officer named above:**

Application form received: 24th June 2025  
Drawing Nos: see above

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

#### **Consultation Comments:**

Comments from:

Dated:

#### **Neighbour Comments:**

Letters from:  
215 Hammersmith Grove, W6 0NP

Dated:  
24/11/25

## 1.0 BACKGROUND

1.1 The application site is within a large ten storey (plus basement) office building, located on the corner of Hammersmith Road and Shortlands, on the southern side of Hammersmith Road and the western side of Shortlands. The application site is 0.28 hectares in area on the ground and mezzanine floors where there is an existing vacant leisure centre which was formerly run by Virgin Active until April 2023, the unit has been vacant since then. The external areas of the building at 3 Shortlands are set at various levels with raised planters, steps, and an elevated area of open space at the rear.

1.2 The site is located within Hammersmith Town Centre and the Hammersmith Regeneration Area. The building is not located within a conservation area, is not statutorily listed and is not subject to a specific Article 4 Direction currently (other than the borough wide restriction removing permitted development rights relating to basement development), or Archaeological Priority Area. The Brook Green Conservation Area is directly opposite the site on the northern side of Hammersmith Road. There are several Grade II listed buildings in the vicinity of the site including No.188 Hammersmith Road and the Victorian terrace at Nos.8-46 (even) Rowan Road. Sacred Heart High School to the west of the site is Grade II\* listed. Hammersmith Road also includes many properties on the Council's Local Register of Buildings of Merit, including No.182, Nos.190-194 (even) and Nos.196-202 (even, façade of former West London Hospital).

1.3 The site falls within the Environment Agency's Flood Risk Zone 1 and Controlled Parking Zone A (which operates Mon-Sun 8:30am-11pm).

1.4 Adjacent to the site to the east is 245 Hammersmith Road. This is large a mixed-use office led development and public piazza with access from Hammersmith Road up to a landscaped shared podium level at the rear. To the rear (south) of the site is the large Novotel London west hotel and conference centre. Both of these adjacent buildings are of similar overall heights to 3 Shortlands.

1.5 Hammersmith Road to the north is part of the Strategic Road Network. Cycleway 9 when complete will run along Hammersmith Road opposite the site to the north. There is a 22 space TfL Cycle Hire Docking Station on the opposite side of Hammersmith Road outside No.174 King's House. There are three bus routes stopping within 100 metres of the site on Hammersmith Road and Hammersmith Bus Station is 250 metres away to the west. Hammersmith's two Underground Stations (District & Piccadilly lines and Hammersmith & City and Circle lines) are 250-350 metres away to the west and Kensington Olympia Station (Overground and District lines) is 900 metres to the east. The site has an excellent Public Transport Access Level of 6b, on a scale of 1-6a/b where 1 is 'poor' and 6b being rated as 'excellent'.

1.6 The application site currently provides 2,230sqm (GEA) of vacant indoor sport, recreation, or fitness (Class E(d), the swimming pool alone would be Class F(d), however this is considered to be ancillary to the existing Class E use. Vehicular access to the site is from the service yard to the south. There is an existing basement car park accessed from the service yard which serves the wider building at 3 Shortlands.

1.7 Relevant planning history:

1979/01225/FUL: Erection of an office building comprising of ground, mezzanine and nine floors over a basement car park with an ancillary leisure centre. Approved.

1997/01139/CLE: Use of part of the ground floor and the mezzanine floor of the building (the "site") as a Leisure Centre pursuant to planning permission ref.TP/385/197, RN 637/78, and subject to the conditions within that permission. For the avoidance of doubt, Condition 11 prevents the said part ground and mezzanine floors from being used for any other purpose including any other purpose coming within Class D2 of the Town and Country Planning (Use classes) Order 1987 other than as a Leisure Centre. Drg.Nos: LTLA1/101, LTLA1/102. Approved.

2000/01907/FUL: Change of use of part of ground floor office area (123.7 square metres) (Class B1) to changing rooms regarding existing leisure centre (Class D2). Approved.

2016/04867/DEM: Partial demolition of an external staircase which lies within the boundary of 3 Shortlands. Approved.

2017/00696/PD56: Change of use of the first to the ninth floors offices (Class B1a) into 351 residential units (Class C3) comprising of 342 x studios and 9 x 1-bedroom flats, with 39 associated car parking spaces and 352 cycle parking spaces. Refused.

2018/00926/FUL: Change of use of part of the ground floor from offices (Class B1) to a cafe (Class A3) including; installation of new entrance canopies, new mesh over-cladding and new external glazing to existing ground floor facade and; associated landscaping and external alterations. Approved.

2018/03679/NMAT: Non-Material Minor Amendment to Planning Permission (ref: 2018/00926/FUL) dated 29th May 2018; relating to the reconfiguration of the public realm improvements and access arrangements to the new approved cafe use. Approved.

2019/02089/NMAT: Non-Material Minor Amendment to Planning Permission (ref: 2018/00926/FUL) dated 29 May 2018, involving minor alterations to the configuration of the public realm involving revisions to the Hammersmith Road and retained Shortlands planters; including part of the northern corner of the planter to be removed and replaced with a new stepped arrangement from pavement to ground floor level, additional landscaped seating areas and the addition of a new tree. Approved.

2020/00150/FUL: Mixed-use regeneration of the site to provide significant expansion of the office accommodation and a new hotel; with a range of heights up to a maximum 17 storeys; together with flexible mix of ground floor retail (A1), café and restaurant (A3) and/or creative workspace with display area, a new modern gym and associated public realm, cycling, accessibility and landscape improvements across the site. Lapsed.

## Current proposal

1.8 The current application proposes the erection of a double height single storey (including mezzanine) rear extension to the existing gym (and pool) with roof terrace over and the extension of the existing mezzanine floor to the north west corner of the building to provide an additional 1,384sqm (GIA) of indoor sport, recreation, or fitness (Class E(d)) floorspace (resulting in 3,614sqm (GEA) Class E(d) floorspace in total). The proposal also includes the relocation of the gym entrance to the piazza to the west (between 3 Shortlands and 245 Hammersmith Road), adjustments to the facades fronting Hammersmith Road and the adjacent piazza to the west and associated works including improvements to the public realm and landscaping along Hammersmith Road. The development proposes the removal of existing car parking in the rear yard area, except for the provision of two new accessible car parking spaces and the provision of an additional 18 cycle parking spaces.

## 2.0 PUBLICITY and CONSULTATIONS

2.1 The current planning application was publicised by the Council by way of press and

site notices posted in September 2025, and 520 notification letters were sent to individual properties in surrounding buildings or streets.

2.2 To date there has been 1 response in support of the proposed application, stating that they would like the current pool size to be maintained.

2.3 Officers note that the retention of the existing pool is included within the current proposal.

Responses from other consultees

2.4 Thames Water have not objected to the proposals, but have requested conditions, relating to agreeing foul and surface water capacities, along with informatives.

2.5 Historic England (Development Management section) have responded to state that they are not offering advice in this case and suggest the views of the Council's specialist conservation advisors are sought.

2.6 Historic England's Greater London Archaeological Advisory Service – do not consider notification necessary.

2.7 Health and Safety Executive – does not appear to fall under the remit of planning gateway one because the purpose of a relevant building is not met.

2.8 Transport for London - no comments to make on this planning application regarding strategic transport issues. If permitted, the developer is reminded of the following: The footway and carriageway must not be blocked during the development. All vehicles associated with the development must only park / stop at permitted locations and within the time periods permitted by existing on-street restrictions.

2.9 The London Fire and Emergency Planning Authority and Designing Out Crime Officer, Metropolitan Police Service were both consulted but have not responded.

2.10 The planning issues raised in all the responses to the planning application outlined above will be considered in the body of the report below.

### 3.0 PLANNING CONSIDERATIONS

3.1 The main issues for consideration in relation to this application are:

- Whether the development would accord with the appropriate policies in the National Planning Policy Framework (NPPF, 2024), the London Plan (2021), the Local Plan (2018) and the Planning Guidance Supplementary Planning Document (2018).
- Whether the proposal is acceptable in land use terms.
- The quantum of the development in terms of its height, scale, massing and alignment.
- The design quality/external appearance including materials of the proposal.
- The impact on the character and appearance of nearby heritage assets and the surrounding townscape.
- The potential for traffic generation and the impact on the highway network.
- The impact on the amenities of neighbouring occupiers in terms of outlook, light, privacy and noise/disturbance.

- Energy efficiency and sustainability.

## POLICY

3.2 The National Planning Policy Framework (NPPF, 2024) sets out the Government's planning policies for England and how these are expected to be applied in favour of sustainable development. The NPPF is a material consideration in decisions on planning applications.

3.3 The current London Plan was published in March 2021 and is the Spatial Development Strategy for Greater London. 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.

3.4 The adoption of the Council's Local Plan took effect on 28th of February 2018, and the policies within the Local Plan together with the London Plan (2021) make up the statutory development plan for the Borough. The Planning Guidance Supplementary Planning Document (SPD) (2018) is also a material consideration in determining planning applications. This provides supplementary detail to the policies and is organised around Key Principles.

3.5 With regard to this application, all planning policies in the NPPF (2024), London Plan (2021), Local Plan (2018), and Planning Guidance Supplementary Planning Guidance (SPD, 2018) which have been referenced where relevant in this report have been considered with regards to equalities impacts through the statutory adoption processes, and in accordance with the Equality Act 2010 and Council's Public Sector Equality Duty (PSED). Therefore, the adopted planning framework which encompasses all planning policies which are relevant in Officers' assessment of the application are considered to acknowledge protected equality groups, in accordance with the Equality Act 2010 and the Council's PSED.

## LAND USE

3.6 The application proposes the expansion of an existing leisure facility to facilitate a prospective new operator after the unit has been vacant for nearly 3 years. The proposed extension and alterations would provide an additional 1,384sqm (GIA) of indoor sport, recreation, or fitness (Class E(d)) floorspace, resulting in 3,614sqm (GEA) Class E(d) floorspace in total.

3.7 The NPPF (2024) states that 'Significant weight should be placed on the need to support economic growth and productivity' and that planning policies should 'set out a clear economic vision and strategy which positively and proactively encourages sustainable economic growth'.

3.8 Presumption in favour of sustainable development is at the heart of the National Planning Policy Framework, which for decision-taking means approving development proposals that accord with the development plan without delay.

3.9 London Plan (2021) Policy GG2 'Making the best use of land' encourages developments to proactively explore the potential to intensify the use of land promoting higher density development, particularly in locations that are well-connected. London

Plan (2021) Policy S5 'Sports and recreation facilities' states that development proposals for sports and recreation facilities should increase or enhance the provision of facilities in accessible locations, well-connected to public transport and link to networks for walking and cycling.

3.10 Policies TLC1 'Hierarchy of Town and Local Centres', CF1 'Supporting Community Facilities and Services', CF3 'Enhancement and Retention of Arts, Culture, Entertainment, Leisure, Recreation and Sport Uses' and Strategic Policy HRA 'Hammersmith Regeneration Area' of the Local Plan (2018) support proposals for town centre and leisure uses such as that on site which this application proposes to retain and extend.

3.11 The Hammersmith Town Centre SPD (2024) identifies the application site as being within the Eastern Quarter where identified key interventions are 'Encouraging the refurbishment and redevelopment of existing commercial blocks to provide new high quality commercial and mixed use development including offices, residential visitor accommodation, leisure and community uses' and 'Protecting heritage and strengthen the character and identity of the area by respecting the setting of historic buildings on Hammersmith Road'. The application site is identified as a key site, stating that 'Comprehensive redevelopment of these sites could include:

- Introduction of new mixed-use development including employment, leisure and residential uses
- New permeable links, public space and public realm improvements.'

3.12 Whilst the proposed development relates to a leisure facility, the development will improve and enhance existing provision and will bring back into use this vacant leisure centre gym and swimming pool.

3.13 Policy E11 of the London Plan (2021) '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. Policy E4 'Local Employment, Training, and Skills Development' of the Local Plan (2018) echoes this requirement compelling provision for appropriate employment and training initiatives for local people of all abilities in the construction of major developments.

3.14 The application site falls within a location which has a PTAL level of 6b which is classed as excellent using Transport for London's methodology. Most public transport modes in London are currently available which include London Underground, London Overground and buses, which are all within easy walking distance of the application site.

3.15 The site already provides an established leisure use (currently vacant). Strategic Policy HRA of the Local Plan (2018) supports proposals that expand Hammersmith's arts and leisure offer, capitalising on the existing facilities and also seeks to improve the quality of leisure facilities, therefore the proposed extension of this existing leisure facility would be in line with the aims of this strategic policy which would also accord with regional and national policies.

3.16 It is therefore considered that there is no planning policy objection to the scheme which would retain and extend the amount of indoor sport, recreation, or fitness (Class E(d)) floorspace on this site.

3.17 Whilst the acceptability of the proposal is also dependent on other factors such as the design of the building and the impact on neighbouring residents and the surrounding area, there is no conflict between the existing lawful leisure use and its town centre location. Accordingly, Officers raise no objection to the proposed development in land use terms.

3.18 The Applicant has agreed to work with the borough and local training, employment and education agencies to maximise local take up of positions created as a result of the proposed development. Likewise, some provision for school use of the pool has been agreed with the Applicants and will form part of the S106 legal agreement.

3.19 It is considered that the social and economic benefits derived from the development are significant public benefits and would represent the delivery of the Council's spatial vision and strategic objectives set out within the Local Plan (2018), as well as representative of the opportunity the development presents. Officers therefore consider that the proposal, subject to a S106 legal agreement to secure the benefits identified and agreed, would be in accordance with London Plan (2021) Policies E11, GG2, S5 and Local Plan (2018) Policies E4, TLC1, CF1, CF3 and Strategic Policy HRA and The Hammersmith Town Centre SPD (2024).

3.20 For the above reasons, Officers support the principle of the extension of the existing use, which is considered to be appropriate within this location, and is consistent with relevant national, regional and local planning policies.

## DESIGN, HERITAGE AND TOWNSCAPE

### Design

3.21 London Plan (2021) Policy D3 'Optimising site capacity through the design led approach' advises that all development must make the best use of land by following a design-led approach that optimises the capacity of sites. The design led approach requires consideration of design options to determine the most appropriate form of development that responds to a site's context and capacity for growth, and existing and planned supporting infrastructure capacity, considering form and layout, experience, alongside consideration of quality and character.

3.22 London Plan (2021) Policy D4 'Delivering good design' advises that where appropriate, visual, environmental and movement modelling/assessments should be undertaken to analyse potential design options for an area, site or development proposal.

3.23 The NPPF (2024) seeks to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings. The NPPF (2024) also requires that proposals should conserve heritage assets in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of this and future generations.

3.24 Para.135 of the NPPF (2024) states:

Planning policies and decisions should ensure that developments:

- a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
- c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);
- d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;
- e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and
- f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

3.25 The Council's Local Plan (2018) Policies DC1 and DC4 are particularly relevant to the assessment of design. Policy DC1 (Built Environment) states that all development within the borough should create a high quality urban environment that respects and enhances its townscape context and heritage assets. There should be an approach to accessible and inclusive urban design that considers how good design, quality public realm, landscaping and land use can be integrated to help regenerate places. Policy DC4 (Alterations and Extensions) requires a high standard of design in all alterations and extensions to existing buildings.

### Assessment of Design

3.26 The proposals seek to enhance the existing leisure provision on the site, in keeping with the current design, whilst improving the character and appearance of the site. The development proposes a double height single storey (including mezzanine) rear extension to the existing gym/pool facility, extending into the site's rear service yard. The rear extension would be seen against the backdrop of the 10 storey 3 Shortlands building above and is judged to be of an appropriate height, scale and massing, and would be a subservient addition to the site in this regard. A terrace containing green roof elements is also proposed above the rear extension for use by the offices on the upper levels at 3 Shortlands and, given its location and siting, this is considered to be appropriate.

3.27 The alterations proposed on the Hammersmith Road elevation both signal the internal functions of the building and would create a unifying element. Three new windows at first floor level would be connected to other elements including signage zones by a red EML (mesh) band. A new ground floor window is also proposed which will have semi-transparent obscure glazing in order to ensure privacy for users of the pool whilst allowing in some natural light and creating subtle activity in the streetscene. The existing mezzanine floor would be extended to the north west to infill a currently open area and the gym entrance would be relocated to the piazza to the west of the site (between 3 Shortlands and 245 Hammersmith Road), where elements from the front elevation would wrap around the corner with materials including tiling, blockwork and mesh being used to tie in the appearance of the piazza elevation with the Hammersmith Road frontage. The existing rooflights to the pool and gym areas would be removed as

part of the works, along with an escape stair to Hammersmith Road (which would be internalised), facilitating associated works improving the appearance of the public realm and landscaping to the frontage of the site.

## Heritage

3.28 The Planning (Listed Buildings and Conservation Areas) Act 1990 sets out the principal statutory duties which must be considered in the determination of any application affecting listed buildings or conservation areas.

3.29 It is key to the assessment of these applications that the decision-making process is based on the understanding of specific duties in relation to listed buildings and conservation areas required by the relevant legislation, specifically the duties in sections 66 and 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990, and the requirements set out in the NPPF (2024).

3.30 Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires that in the exercise, with respect to any buildings or other land in a conservation area, of any functions under or by virtue of any of the provisions mentioned in subsection (2) (which includes the planning Acts), special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area.

3.31 Local Plan Policy DC8 (Heritage and Conservation) states that ‘The council will conserve the significance of the borough’s historic environment by protecting, restoring, and enhancing its heritage assets. These assets include listed buildings, conservation areas, historic parks and gardens, the scheduled monument of Fulham Palace Moated site, unscheduled archaeological remains and buildings and features of local interest. When determining applications affecting heritage assets, the Council will apply the following principles:

- a. the presumption will be in favour of the conservation, restoration and enhancement of heritage assets, and proposals should secure the long-term future of heritage assets. The more significant the designated heritage asset, the greater the presumption should be in favour of its conservation;
- b. applications affecting designated heritage assets, including alterations and extensions to buildings will only be permitted if the significance of the heritage asset is conserved or enhanced;
- c. applications should conserve the setting of, make a positive contribution to, or reveal the significance of the heritage asset. The presence of heritage assets should inform high-quality design within their setting;
- d. applications affecting non-designated heritage assets (buildings and artefacts of local importance and interest) will be determined having regard to the scale and impact of any harm or loss and the significance of the heritage asset in accordance with paragraph 209 of the National Planning Policy Framework;
- e. particular regard will be given to matters of scale, height, massing, alignment, materials and use;
- f. where changes of use are proposed for heritage assets, the proposed use, and any

alterations that are required resulting from the proposed use should be consistent with the aims of conservation of the asset's significance, including securing its optimum viable use;

g. applications should include a description of the significance of the asset concerned and an assessment of the impact of the proposal upon it or its setting which should be carried out with the assistance of a suitably qualified person. The extent of the requirement should be proportionate to the nature and level of the asset's significance. Where archaeological remains of national significance may be affected applications should also be supported by an archaeological field evaluation;

h. proposals which involve substantial harm, or less than substantial harm to the significance of a heritage asset will be refused unless it can be demonstrated that they meet the criteria specified in paragraph 207 and 208 of the National Planning Policy Framework;

i. where a heritage asset cannot be retained in its entirety or when a change of use is proposed, the developer should ensure that a suitably qualified person carries out an analysis (including photographic surveys) of its design and significance, in order to record and advance the understanding of heritage in the borough. The extent of the requirement should be proportionate to the nature and level of the asset's significance;

j. the proposal respects the principles of accessible and inclusive design;

k. where measures to mitigate the effects of climate change are proposed, the applicants will be required to demonstrate how they have considered the significance of the heritage asset and tailored their proposals accordingly;

l. expert advice will be required to address the need to evaluate and conserve archaeological remains, and to advise on the appropriate mitigation measures in cases where excavation is justified; and

m. securing the future of heritage assets at risk identified on Historic England's national register, as part of a positive strategy for the historic environment.'

#### Application site – heritage considerations

3.32 The application site is not situated within any conservation area and does not feature any designated/non-designated heritage assets. The site is, however, in close proximity to the southern boundary of the Brook Green Conservation Area, (along the northern section of the Hammersmith Road frontage), and therefore Officers have considered the impact of the proposals upon the setting of this conservation area. There are also a group of statutory listed and locally listed (buildings of merit) located to the north of Hammersmith Road for which their setting may be impacted by proposals.

3.33 Owing to the relatively minor nature of the alterations and extensions of the host property at lower levels of the building, Officers are satisfied that the development would not result in any harmful impacts to the setting of the conservation area and its character and significance would be preserved overall. This is similarly the case for adjacent group of statutory listed and non-designated heritage assets in close proximity to the site, where there would be no harmful impacts upon their setting. Therefore, the development is considered to be acceptable having due regard to s66 and s72 of the

Planning (Listed Buildings and Conservation Areas) Act 1990 and would be in accordance with the NPPF (2024) and Policy DC8 of the Local Plan (2018).

### Trees and landscaping

3.34 Local Plan (2018) Policy OS5 (Greening the Borough) states that the Council will seek to enhance biodiversity and green infrastructure in the borough by maximising the provision of gardens, garden space and soft landscaping, seeking green or brown roofs and other planting as part of new development; seeking retention of existing trees and provision of new trees on development sites; and adding to the greening of streets and the public realm.

3.35 Three trees would be removed at the rear of the site to enable the proposed extensions, with two trees being retained in the service yard beyond the footprint of the proposed extension. The proposed development would include improved planting to the Hammersmith Road frontage adjacent to the new glazing to the swimming pool, in addition extensive planters will be provided on the roof of the new extension as part of the terrace provided. A condition (46) is suggested to ensure that the retained trees at the rear and frontage of the site (there are three street trees within the site on Hammersmith Road) are protected during the proposed works.

3.36 On this basis the proposal is considered to be in accordance with Policy OS5 of the Local Plan (2018) and is therefore acceptable in this regard.

### Accessibility

3.37 Policy GG1 of the London Plan (2021) requires all new development to achieve inclusive design. London Plan (2021) Policy D5 seeks to ensure that developments achieve the highest standards of accessible inclusive design and are designed to incorporate safe and dignified emergency evacuation for all building users. Policies DC1, DC4 and DC5 of the Local Plan (2018) require new development to be designed to be accessible and inclusive to all who may use or visit the proposed buildings.

3.38 Key Principle DA1 of the Planning Guidance SPD (2018) states that buildings should be accessible and inclusive to all. It states that drawings submitted for planning approval should show external access features for detailed approval, showing how internal facilities will cater for different users and how barriers to access will be overcome, as well as showing circulation routes and explaining how accessibility will be managed when the development has come into use. Key Principle DA6 refers to entrances into a building and states that any entrances to a building which are above or below street level, or positioned to be level should be level or the slope should not exceed a gradient of 1 in 20 from the street.

3.39 The proposed extension would have a new main entrance from the piazza with level access, and internally a new second lift and stair from the ground floor to the mezzanine level. A ramp would also be provided for level access from the first floor of the offices at 3 Shortlands to the terrace above the proposed extension.

3.40 A condition is proposed requiring an Inclusive Access Management Plan be provided (Condition 48). This would set out a strategy for ongoing consultation with specific interests' groups regarding the accessibility of site.

3.41 It is considered that, subject to the suggested conditions, the proposal would provide a high-quality environment for disabled and impaired members of the community. As such the proposal will comply with Policies D5 and GG1 of the London Plan (2021) and Policies DC1, DC4 and DC5 of the Local Plan (2018).

#### Fire Safety

3.42 Policy D12 in the London Plan requires the applicant to prepare a detailed draft Fire Safety Statement by a suitably qualified third-party assessor, to demonstrate that the proposed development has been designed to offer a safe environment for residents. Policy D5 further seeks to ensure that developments incorporate safe and dignified emergency evacuation for all building users. In all developments where lifts are installed, as a minimum, at least one lift per core (or more subject to capacity assessments) should be a suitably sized fire evacuation lift suitable to be used to evacuate people who require level access from the building.

3.43 The application is supported by a Fire Statement as required by London Plan Policy D12. The building does not fall under the category of a 'relevant building' as defined in Building Regulation 7(4), and therefore does not fall within the scope of Regulation 7(2) relating to external wall materials and consultation with HSE is not required.

3.44 The submitted design and fire strategy has used BS 9999:2017 as a guidance document to inform the basis of the design. The design team and fire engineers have also considered the London Plan (2021) guidance and specifically policies D5 and D12 and their provisions for mobility impaired escape and the need for evacuation lifts.

3.45 The proposal would be subject to a final assessment of compliance, which would be completed when the Building Regulations application is submitted. Officers are satisfied that the submitted Fire Statement provides sufficient information for the planning stage and recommends that a condition (49) is imposed to ensure that the strategy is implemented, and the development is carried out in accordance with this document. As such the proposal will comply with London Plan (2021) Policies D5 and D12.

#### Crime Prevention

3.46 Policy D11 of the London Plan (2021) advises that new development should include measures to design out crime. Local Plan (2018) policy DC1 advises that developments throughout the borough should be designed to minimise opportunities for crime and anti-social behaviour.

3.47 Full details of how the proposed development would incorporate crime prevention measures to provide a safe and secure environment are required by condition (No.32) including details of CCTV coverage.

#### HIGHWAYS AND TRANSPORT

3.48 The NPPF (2024) requires that developments which generate significant movement are located where the need to travel would be minimised, and the use of sustainable transport modes can be maximised; and that development should protect and exploit opportunities for the use of sustainable transport modes for the movement of

goods or people. All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.

3.49 In determining this application, consideration has been given to the requirements of Policies GG2, GG3, T1, T2, T4, T5, T6, T6.4, T6.5 and T7 of the London Plan (2021), as well as TfL's Healthy Streets for London strategy, in assessing the effects on the local highway network along with the proposed car parking, cycling parking and servicing requirements. London Plan (2021) Policy T6 sets out the intention to encourage consideration of transport implications as a fundamental element of sustainable transport, supporting development patterns that reduce the need to travel or that locate development with high trip generation in proximity of public transport services. The policies also provide guidance for the establishment of maximum car parking standards in relation to blue badge parking at Policies T6.4 and T6.5. London Plan (2021) Policy T5 sets out the requirements for cycle parking in accordance with the proposed use.

3.50 Relevant Local Plan (2018) transport policies are T1 'Transport', T2 'Transport Assessments and Travel Plans', T3 'Increasing and Promoting Opportunities for Cycling and Walking', T4 'Vehicle Parking Standards', T5 'Parking for Blue Badge Holders' and T7 'Construction and Demolition Logistics'.

3.51 Policy T1 requires work to be carried out with strategic partners to improve transportation provision, accessibility, and air quality by increasing the opportunities for cycling and walking through support of continued development of initiatives designed to encourage modal shift away from private vehicles, creating safer environments for cyclists and pedestrians and improving access for people with disabilities. Providing adequate levels of electric vehicle charging points; ensuring that traffic generated by new development is minimised so that it does not add to parking pressures on local streets or congestion; and relating the intensity of development to public transport accessibility and highway capacity are also relevant requirements of this policy.

3.52 Policy T2 requires all developments to be assessed for their contribution to traffic generation. Transport Assessments, Travel Plans and Delivery and Servicing Plans are required to be secured.

3.53 Policy T3 (Increasing and promoting Opportunities for Cycling and Walking) states that the Council will encourage and support the increasing use of bicycles by requiring new developments to include the provision of convenient accessible and safe secure cycle parking within the boundary of the site; the provision of suitable changing and showering facilities and developer contributions for improvements to cycling infrastructure, including contributions to the extension of TfL's Cycle Hire Scheme TfL or other Cycle Hire schemes to mitigate their impact on the existing network. The Council will facilitate walking by requiring larger developments to provide: accessible, inclusive and safe pedestrian routes within and through the larger developments and contributing to improvements in the local highway infrastructure and walking environment.

3.54 Policy T4 states that the Council will require development to conform with car parking standards. Policy T5 requires new developments to include provision for accessible, off-street car parking for Blue Badge holders.

3.55 Policy T7 requires all construction and major logistics activities to work with the

Council in developing the scope and impact of their operations, in order to mitigate the impact of additional traffic or potential disruption to the network.

3.56 The development site is surrounded by Hammersmith Road (a London Distributor Road) to the north, Shortlands to the east and Chalk Hill Road to the south, all of which have a 20mph speed limit. Hammersmith and Fulham Council are the Traffic and Highway Authority for these roads, responsible for the maintenance and management of the public highway. The site is very well served by public transport and has a Public Transport Accessibility level (PTAL) of 6b, which is excellent in terms of its location to public transport network, service availability and walking time to public transport. There are a variety of shops and services locally, with easy access to central London and links to major transport nodes.

3.57 The nearest on-street parking to the site is to the east of the site on Shortlands and to the north of the site on Rowan Road and Wolverton Gardens. In front of the site on Hammersmith Road is a bus lane on the southern side and a cycle lane on the northern side which both prevent parking on-street. To the north (on Bute Gardens, Wolverton Gardens and Rowan Road) south (Shortlands) and east (Hammersmith Road) there is permit/pay and display (max stay 2 hours) parking, with restrictions operating 8:30am-11pm.

#### Car Parking

3.58 There is an existing 30 space basement car park serving the existing office building. It is stated by the Applicant that this will not be accessible by gym users and staff will not have access to the car park and a condition (No.43) is therefore suggested in order to ensure that this is the case in practice. In the rear service yard parking capacity will be reduced from 8 to 2 spaces which would both be provided as accessible parking spaces and which is considered to be acceptable. It is noted that blue badge holders would also be permitted to park within any parking bay within the borough. The reduction in parking provision as a result of this proposal is considered to be acceptable and compliant with the aims of policy T1 of the Local Plan (2018).

#### Cycle Parking

3.59 The London Plan (2021) cycle parking standards state that the provision of cycle parking in this instance should be no less than 1 long stay space per 8 full time equivalent (FTE) employees. The requirement for the additional floorspace proposed for short stay cycle parking is at a rate of 1 space per 100sqm (GEA). Based on the uplift in floorspace of 1,384sqm an additional 14 short stay spaces are therefore required.

3.60 Four long stay spaces would be provided for the extended gym within a cycle storage facility at the rear of the site, where there would be 24-hour security, further details of which would be required by condition. While the extended gym could employ up to 80 FTE staff, the Applicants have stated that only 15-20 FTE staff would be on site at any one time and on this basis the level of long stay provision proposed would be in excess of the minimum London Plan (2021) requirement. The cycle store would provide two Sheffield stands, one of which would provide space for a larger bicycle to be stored and therefore the proposal would meet the requirement for 5% of the spaces provided to be accessible. The proposed cycle store would be accessed via the rear service road. A condition (No.29) is suggested which would require full details of the proposed cycle store to be submitted for approval.

3.61 There are Sheffield stands providing 98 short stay cycle parking spaces currently in front of the site on Hammersmith Road and in the adjacent piazza. Whilst these existing short-stay cycle parking spaces could be used by visitors to the proposed development, the Applicant is also required to make a S106 contribution to provide an additional 14 spaces in the form of a further 7 Sheffield Stands in the vicinity of the application site to meet the long-stay cycle parking requirement resulting from the uplift in floorspace, and also for the associated cost of relocating any existing Sheffield stands as part of proposals and associated landscaping and to enter into a s278 highways agreement as necessary, in order to accord with the London Plan's (2021) short stay cycle parking requirements.

3.62 On the basis of the above, and subject to the suggested conditions and obligations secured, the development's cycle parking is considered to be in line with policy T5 of the London Plan (2021) and policy T3 of the Local Plan (2018).

#### Deliveries, servicing and refuse collection

3.63 The Applicant proposes that servicing is to take place from the rear service yard accessed from Chalk Hill Road. An 8m x 3m loading bay would be provided which can accommodate a 7.5 tonne panel van. This is demonstrated via swept path drawings submitted. It is proposed for all delivery, servicing and refuse collection to take place in forward gear. A Delivery and Servicing Management Plan is suggested to be secured by condition (No.27) in order to ensure accordance with policy T2 of the Local Plan (2018) and policy T7 of the London Plan (2021).

3.64 A proposed refuse store would be located adjacent to the entrance of the site from the rear service road which would serve the office and café uses in the existing building at 3 Shortlands, whilst the extended gym would have its own internal refuse store. A condition (No.50) is suggested which would require full details of the proposed refuse store to be submitted for approval. Waste and recycling collection is proposed to take place by a private refuse collector. Further details are suggested to be secured within a detailed Waste Management Strategy required by condition (No.28).

#### Trip Generation

3.65 As part of the trip generation analysis submitted as part of the Transport Assessment, a first principles approach has been undertaken and the arrival profile for another David Lloyd's site (Fulham Broadway) has been provided as a comparator. Based on this information, it has been estimated that the proposed uplift in gym floorspace could see an average of an additional 784 two-way trips to the site on a typical day, with a total of 2025 daily two-way trips for the extended facility. In terms of arrivals, an additional 22 trips would be during the AM peak (8am-9am), and an additional 37 arrival trips would be during the PM peak (5pm-6m). Given that the site has an excellent PTAL of 6b, as well as limited provision of car parking and policy compliant provision of cycle parking, it is anticipated that users of the site will largely travel by active and sustainable modes. Therefore, it is considered that the proposed development would not have a significant impact on the operation of the highway network.

#### Travel Plan

3.66 A Staff Travel Plan Statement for the site has been submitted alongside the Transport Assessment in accordance with policy T2 of the Local Plan (2018) and policy T4 of the London Plan (2021). The application site is located in a highly accessible part of Hammersmith with a PTAL score of 6b, and therefore offers opportunities to promote active travel which allows for a robust and sustainable travel plan. It is considered that there is capacity within the existing public transport network to accommodate the additional trips proposed from this development. Officers welcome the provision of a Travel Plan in support of the proposal to promote sustainable travel for both staff and users of the development.

3.67 A Travel Plan Coordinator is to be appointed for the application site, whose responsibilities include liaising with the Council, promoting sustainable modes of travel, monitoring the use of the proposed cycle parking and ensuring success of the travel plan against agreed targets. A package of measures is also included in the travel plan to discourage car use. Highways Officers are satisfied with the contents of the submitted Staff Travel Plan Statement. Suggested conditions (Nos.41 & 42) require the submission of both Commercial (for both staff and users) and Demolition and Construction Workforce Travel Plans. The Commercial Travel Plan would be subject to ongoing monitoring and review at years 1, 3 and 5 to encourage users of the site to travel by modes other than the car, with the Demolition and Construction Workforce Travel Plan reviewed annually, with monitoring fees secured through a S106 legal agreement

#### Demolition and Construction Logistics Plan

3.68 The Applicant has submitted an Outline Construction Logistics Plan in accordance with policy T7 of the Local Plan (2018) and policy T7 of the London Plan (2021). The information submitted indicates that the proposed works would be completed over a 12 month period. Initial proposals include construction vehicles accessing the site via Chalk Hill Road. While this principle is accepted, given that this would avoid conflict and impact with the highway on Hammersmith Road, the impact on existing adjacent uses accessed via Chalk Hill Road is an important consideration. The plans would need to be developed to be in accordance with TfL requirements, which seek to minimise the impact of construction traffic on nearby roads and restrict construction trips to off peak hours only. The submission of a Demolition and Construction Logistics Plan is secured by condition (No.5).

#### Conclusion on highways matters

3.69 There are no objections to the proposal based on its potential impacts on highways, traffic or parking. The scheme has been developed in compliance with relevant London Plan (2021) and local transport policies. It is considered that the capacity of the existing highway network could sufficiently support the development without further detriment, and that public transport capacity is sufficient to serve the additional trips generated. The proposal is considered not to lead to any detrimental impact on on-street parking given the excellent public transport facilities.

#### IMPACT ON RESIDENTIAL AMENITY

3.70 There are no specific policies about daylight, sunlight or overshadowing in the Local Plan (2018). Policy HO11 of the Local Plan (2018) includes requirements for developments to avoid detrimental impacts on the amenities of residents in the

surrounding area. The policy focuses on the protection of existing residential amenities, including issues such as loss of daylight, sunlight, privacy, and outlook. Policies DC1 (Built Environment) and DC4 (Alterations and Extensions) require development to be well designed and compatible with neighbouring properties and their setting, and should respect the amenities of the neighbouring properties, and other properties most directly affected by the proposal. Key Principles HS6 and HS7 of the Planning Guidance SPD (2018) seek to protect the existing amenities of neighbouring residential properties, in terms of outlook, light, and privacy.

3.71 The site's neighbour to the immediate south is the Novotel hotel, and to the west of the site are offices. The main 3 Shortlands building is to the east of the site and also contains offices.

3.72 The nearest residential dwellings, are located some 50m away at Latymer Court on Hammersmith Road to the north east, 60m away on Rowan Road to the north and 80m away on Shortlands to the south east. The primary bulk of the proposed extensions are on the southern and western sides of the site, meaning that the primary impact on residential properties would be to the properties on Shortlands, however the existing 10 storey office building at the site is situated between the proposed extensions and these properties, and therefore the proposed extension will not have any significant impacts on these properties in terms of outlook, daylight/sunlight nor overlooking and loss of privacy. The new entrance into the leisure facility moves from Hammersmith Road to the adjacent piazza to the west and is therefore further away from neighbouring residential properties than the current arrangement, reducing the likelihood of any noise and disturbance as a result of comings and goings at the site.

#### Privacy

3.73 Key Principle HS7 of the Planning Guidance SPD (2018) states that new windows should normally be positioned so that they are a minimum of 18 metres away from existing residential windows as measured by an arc of 60 degrees taken from the centre of the proposed window. There are no residential windows within 18m of new windows proposed at the front or rear of the site, and as such the windows are considered not to result in any loss of privacy to neighbouring residential occupants.

3.74 The terrace proposed at first floor level over the rear extension would also be sited over 18m from neighbouring residential properties. The rear corner of windows at the adjacent Novotel to the south would be approximately 20m from the proposed terrace at its closest point. Due to the height and siting of the proposed terrace, and as it would serve an office use rather than a residential use, it is considered that the terrace would not have an unacceptable impact on the amenities of neighbouring occupiers in terms of overlooking.

3.75 In this respect it is considered that the windows and terrace at the proposed development would not have an unreasonable impact on privacy to neighbouring residential occupiers, in accordance with Key Principle HS7 of the Planning Guidance SPD (2018).

#### Noise and disturbance

3.76 Policy CC11 of the Local Plan (2018) relates to noise and policy CC13 relates to the control of potentially polluting uses.

3.77 The site is in an area of primarily commercial use with some residential activity nearby, and is thus in an area with a high level of background noise. The site itself already provides a gym and pool attached to a significant office building, however the extension would provide additional floorspace for the leisure facility with a resulting increase in staff, as well as new plant. An area of the proposed roof would also become external amenity space for existing office workers.

3.78 An Acoustic Planning Report has been submitted with the application, including a noise assessment of the existing background noise. The report concludes that noise from new mechanical plant is capable of achieving compliance with the Council's noise standards (i.e. ensuring that the noise is at least 10dB below background noise). Conditions are suggested to ensure that all mechanical plant is adequately sound insulated and fitted with anti-vibration devices, to ensure that plant complies with these noise standards in the daytime and at night (condition Nos.22 and 23).

3.79 In terms of other sources of noise, servicing and deliveries would take place from the rear service yard as existing. A Delivery and Servicing Plan (condition No.27) would ensure that the times for servicing and deliveries are restricted to reasonable daytime hours, along with a suggested condition (No.20) preventing servicing between the hours of 21:00 to 07:00 the following day. Due to the anticipated level of servicing and the suggested conditions it is expected that there would not be significant further noise disturbance associated with servicing and deliveries to the extended building.

3.80 A roof terrace is proposed at first floor level above the rear extension for use by the offices above. If the building was in residential use Officers would have concerns about the potential for noise from this outside area. As an office building, however, it is considered that the terrace would be used predominantly in the daytime, and would be likely to attract individual office workers or small groups instead of large gatherings of people causing significant noise. A condition (No.19) will ensure that the use of the terrace is restricted to certain hours, and that no loudspeaker announcements or amplified music are played outside. For these reasons, no objection is raised to the proposed roof terrace in terms of noise and disturbance.

### Construction works

3.81 The disruption of construction works and the noise and disturbance to nearby residents and businesses is acknowledged to be a key local concern. Whilst it would be unreasonable to refuse planning permission for a development scheme based on the temporary impact of construction works, the Council will take steps to ensure that disruption and noise/disturbance are minimised as far as possible. A demolition and construction logistics plan, a demolition and construction management plan, details of control of dust during demolition and an air quality dust management plan are required to be submitted and agreed as part of planning conditions (4, 5, 10 and 11) for planning approval.

### ENERGY AND SUSTAINABILITY

3.82 London Plan (2021) Policies SI 2 (Minimising greenhouse gas emissions), SI 3 (Energy infrastructure) and SI 4 (Managing heat risk) require that development proposals should minimise carbon dioxide emissions and exhibit the highest standards of sustainable design and construction, they should provide on-site renewable energy

generation and boroughs should seek to create decentralised energy networks.

3.83 London Plan (2021) Policies SI 2 and SI 3 set out how new development should be sustainable and energy saving. Policy SI 2 seeks to extend the extant requirement on residential development to non-residential development to meet zero carbon targets. It maintains the expectation that a minimum reduction of 35% beyond Building Regulations is to be met on site (15% of which should be achieved through energy efficiency for 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.

3.84 London Plan (2021) Policy SI 3 states that within Heat Network Priority Areas, which includes the entire borough, major development proposals should have communal low-temperature heating systems in accordance with the following hierarchy:

- a). Connect to local existing or planned heat networks
- b). Use zero-emission or local secondary heat sources (in conjunction with heat pump, if required)
- c). Use low-emission combined heat and power (CHP) (only where there is a case for CHP to enable the delivery of an area-wide heat network, meet the development's electricity demand and provide demand response to the local electricity network)
- d). Use ultra-low NOx gas boilers.

3.85 Policy SI 4 requires development proposals to minimise adverse impacts on the urban heat island through design, layout, orientation, materials, and the incorporation of green infrastructure. This should be demonstrated by following the cooling hierarchy along with an assessment using The Chartered Institution of Building Services Engineers (CIBSE) guidance on assessing and mitigating overheating risk in new developments, using TM59 and TM52 for domestic and non-domestic developments, respectively.

3.86 Local Plan (2018) Policy CC1 (Reducing Carbon Dioxide Emissions) requires all major developments to implement energy conservation measures with a view to reducing carbon dioxide emissions. The policy, however, refers to the previous version of the London Plan and as such has been partly superseded by the more up to date requirements contained in the new London Plan (2021).

#### Carbon reduction

3.87 An energy strategy was submitted has been submitted with the application, and this has been revised throughout the application process. This outlines the energy efficiency and low/zero carbon measures to be implemented as part of the development in order to reduce energy use and minimise CO<sub>2</sub> emissions. As recommended in the GLA guidance on energy assessments, the energy use and associated CO<sub>2</sub> emissions have been calculated separately for the existing and retained building and for the new build extensions. The submission shows that the calculated carbon reduction for the extension element of the proposals has increased slightly from the previously reported 28.53% to 30.9%. This is falling short of meeting the London Plan net zero carbon target with a minimum of a 35% CO<sub>2</sub> reduction through on-site measures. It is stated that the remaining emissions will be offset with a payment which has been calculated using the Council's adopted tariffs, estimated at £129,010. The range of measures proposed for the existing building will improve the energy efficiency levels of the existing building and

reduce annual CO2 emissions by 41%. A condition (No.25) requires the implementation of the carbon reduction measures as outlined in the Sustainability and Energy Statement.

### Sustainable Design and Construction

3.88 Policy CC2 of the Local Plan (2018) states that:

The council will require the implementation of sustainable design and construction in all major developments by:

a) implementing the London Plan sustainable design and construction policies to ensure developments incorporate sustainability measures, including:

- minimising energy use
- making the most effective use of resources such as water and aggregates;
- sourcing building materials sustainably;
- using prefabrication construction methods where appropriate;
- reducing pollution and waste;
- promoting recycling and conserving and promoting biodiversity and the natural environment;

ensuring developments are comfortable and secure for users and avoiding impacts from natural hazards (including flooding); and

b) Requiring Sustainability Statements (or equivalent assessments such as BREEAM) for all major developments to ensure the full range of sustainability issues has been taken into account during the design stage.

The integration of sustainable design and construction measures will be encouraged in all other (i.e. non-major) developments, where feasible.

3.89 A Sustainability and Energy Statement has been submitted which outlines the sustainable design and construction measures to be integrated on the site. This is adequate to meet the requirements of Local Plan (2018) policy CC2 on sustainable design and construction. Measures planned for the site include measures to reduce energy use and CO2 emissions, reduce use of other resources such as water, make use of building materials with low environmental impacts, minimise waste and promote recycling, enhancing the ecology of the site and implementing sustainable transport measures.

3.90 The approach is acceptable in broad sustainability terms and the implementation of the proposed measures are required by a suggested condition (No.25).

### Flood Risk

3.91 The NPPF (2024) 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), but where development is necessary in such areas, making it safe for its lifetime without increasing flood risk elsewhere.

3.92 London Plan (2021) Policies SI 12 (Flood risk management) and SI 13 (Sustainable drainage) outline strategic objectives in relation to flood risk management and sustainable drainage. Local Plan (2018) Policy CC2 requires major developments to implement sustainable design and construction measures, including making the most efficient use of water. Local Plan Policies CC3 (Minimising Flood Risk and Reducing Water Use) and CC4 (Minimising Surface Water Run-Off with Sustainable Drainage Systems) contain similar requirements designed to assess and mitigate against the risk

of flooding and integrate surface water drainage measures into development proposals.

3.93 A Flood Risk Assessment (FRA) has been submitted with the application. The site is located in the Environment Agency's Flood Zone 1 which indicates a low risk to flooding from the River Thames. The building will remain in use as a gym and swimming pool so there is no change in vulnerability to flood risk. The site is well protected from flooding due to the presence of flood defences such as the Thames Barrier and local river walls. If these were breached or over-topped, the site is not expected to be impacted by flood water from the Thames. Groundwater and sewer flood risks are also considered to be low given the nature of the proposed extension which does not include any basement level works. With regards to surface water flood risks, most of the site is low risk but the FRA identifies one part of the site to the south-west where flood water could pond in the event of a major storm. The FRA recommends the inclusion of a range of flood resilience measures to help mitigate these potential flood risks. The inclusion of suitable flood risk mitigation measures is discussed in the submitted FRA, suggested condition (No.34) requires the implementation of the measures identified.

3.94 A Surface Water Drainage Statement has also been submitted. The nature of the proposals limits the scope for a full range of sustainable drainage systems (SuDS) to be implemented compared to a 100% new build scheme, but they should still be incorporated where possible.

3.95 The main SuDS measures proposed for the scheme are a green roof and a stormwater attenuation tank. There is also a small amount of soft landscaping included at ground level in the proposals. Details of the proposed green roof have been provided which includes a section drawing showing substrate depth of 350mm which is in line with the minimum recommendations contained in the Planning Guidance SPD (2018). A 10m<sup>3</sup> attenuation tank has been included in the basement which will store stormwater and discharge to the sewer at a controlled rate of 12l/s. This is calculated to provide a 68% reduction in discharge rate for the 1 in 100 year plus climate change storm event. Suggested condition (No.34) requires the implementation of the measures identified.

3.96 Thames Water has no objections to the proposal subject to conditions (Nos.51 & 52) relating to foul and surface water capacities to be agreed with Thames Water in order to prevent and minimise potential damage to subsurface water and sewerage infrastructure.

3.97 Subject to the conditions recommended above, no objection would be raised under Local Plan (2018) policies CC3 and CC4, or London Plan (2021) policies SI 12 and SI 13 on sustainable drainage and flooding grounds.

#### Contamination

3.98 Policy CC9 of the Local Plan (2018) 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. Policy CC9 of the Local Plan (2018) requires Applicants to carry out site assessment and submit a report of findings on sites where contamination is known to be present, to establish the nature and extent of contamination.

3.99 A Phase 1 Desk Study has been submitted in support of the application which is

considered to be acceptable in meeting the requirements for a desk study and preliminary risk assessment (PRA). It is noted that the site overlies a former fuel tank filling point and, despite previous investigation in this area, the status of the former tank is unknown. In line with recommendations in the PRA, given the proximity of the new extension to the location of the former tank it is considered prudent to further investigate the presence/absence of the tank prior to the construction of the extension. Conditions requiring compliance with the submitted PRA and further investigations are suggested (condition Nos.35-40) in order to ensure that no unacceptable risks would be caused to humans, controlled waters or the wider environment, in accordance with policy CC9 of the Local Plan (2018).

## Air Quality

3.100 The entire borough was designated as an Air Quality Management Area (AQMA) in 2000 for two pollutants, Nitrogen Dioxide (NO<sub>2</sub>) and Particulate Matter (PM<sub>10</sub>). The main local sources of these pollutants are road traffic and buildings (gas boiler emissions).

3.101 London Plan (2021) Policy SI 1 (Improving air quality), supported by the Mayor's Control of Dust and Emissions during Construction and Demolition SPG (July 2014), provides strategic policy guidance on avoiding a further deterioration of existing poor air quality. All developments will be expected to achieve Air Quality Neutral status with larger scale development proposals subject to EIA encouraged to achieve an air quality positive approach.

3.102 Local Plan (2018) Policy CC10 'Air Quality' states that the Council will seek to reduce levels of local air pollution and improve air quality in line with the national air quality objectives by reducing the potential adverse air quality impacts of new developments, requiring the submission of an air quality assessment and mitigation measures where appropriate.

3.103 An Air Quality Assessment has been submitted with the application. This assesses the development's potential impacts on local air quality and also considers the issue of exposure to pollution for businesses and residents. The assessment takes account of the potential temporary impacts during the demolition and construction phase and the operational impacts caused by increase in traffic flows and emissions from the plant on the site. Officers consider that the development would meet policy requirements subject to additional mitigation. Further details are required by condition to ensure acceptable implementation of the development in this regard, including site hoarding (condition No.9), an Air Quality Dust Management Plan for demolition and construction (condition Nos.10 & 11), low emission construction vehicles (condition No.13), a ventilation strategy and subsequent compliance (condition Nos.14 & 15) details of zero emission heating (condition No.16), a waste water heat energy recovery system (condition No.17), electric vehicle charging points (condition No.12) and delivery and servicing (condition No.27).

## ECOLOGY AND BIODIVERSITY

3.104 London Plan (2021) Policy G1 'Green infrastructure' states that development proposals should incorporate appropriate elements of green infrastructure, and Policy G5 'Urban greening' states that 'Major development proposals should contribute to the greening of London by including urban greening as a fundamental element of site and

building design, and by incorporating measures such as high-quality landscaping (including trees), green roofs, green walls and nature-based sustainable drainage'.

3.105 Local Plan (2018) Policies OS1 and OS5 seek to enhance biodiversity and green infrastructure in LBHF by (inter alia) maximising the provision of gardens, garden space and soft landscaping, and seeking green and brown roofs and planting as part of new development; seeking retention of existing trees and provision of new trees on development sites; and adding to the greening of streets and the public realm.

3.106 London Plan (2021) Policy GG2 'Making the best use of land' (g) requires developments to aim to secure net biodiversity gains where possible. Likewise, London Plan (2021) Policy G6 'Biodiversity and access to nature' (d) states that development proposals should manage impacts on biodiversity and aim to secure net biodiversity gain.

3.107 The statutory requirement for biodiversity net gain comes from Schedule 7A of the Town and Country Planning Act 1990, inserted by Schedule 14 of the Environment Act 2021 and enacted by The Environment Act 2021 (Commencement No. 8 and Transitional Provisions) Regulations 2024. Through this, unless exempt through the Biodiversity Gain Requirements (Exemptions) Regulations 2024, all developments are required to deliver a minimum 10% net gain for biodiversity as a condition of planning approval.

3.108 The proposed offsetting arrangement with the Environment Bank covers the purchase of 0.20 habitat units from lowland meadow. The loss of on-site individual trees, which are a medium distinctiveness habitat, can be compensated by provision of either the same broad habitat type or one of higher distinctiveness. In this case, lowland meadow is a very high distinctiveness habitat, such that the trading rules are satisfied. The arrangement with the Environment Bank includes an additional 0.01 habitat units from other neutral grassland (a medium distinctiveness habitat), as required to achieve the overall 10% net gain, rather than to compensate for the loss of on-site individual trees.

3.109 As such the proposed development would be considered to deliver a biodiversity net gain in accordance with Policies G1 and G6 of the London Plan (2021), and Policy OS5 of the Local Plan (2018). A Biodiversity Gain Plan and a Habitat Management and Monitoring Plan are both required by the suggested conditions (Nos.7 & 8) to ensure this compliance.

#### Community Infrastructure Levy

3.110 This development would be subject to a London wide community infrastructure levy. The Mayor's CIL (Community Infrastructure Levy) came into effect in April 2012 and is a material consideration to which regard must be had when determining this planning application. This contributes towards transport infrastructure of strategic importance. The GLA expect the Council, as the Collecting Authority, to secure the levy in accordance with London Plan (2021) Policy T9.

3.111 It is estimated that the proposed development would generate a Mayoral CIL contribution of approximately £110,720 (excluding indexation).

3.112 Additionally, the Council collects its own CIL and this development would be liable and would generate a Borough CIL contribution of approximately £110,720 (excluding indexation).

### Planning Obligations

3.113 The NPPF (2024) 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'.

3.114 London Plan (2021) Policy DF1 recognises the role of planning obligations in mitigating the effects of development and provides guidance of the priorities for obligations in the context of overall scheme viability.

3.115 Local Plan (2018) Policy INFRA1 (Planning Contributions and Infrastructure Planning) advises that the Council will seek planning contributions to ensure the necessary infrastructure to support the Local Plan is delivered using two main mechanisms Community Infrastructure Levy (CIL) and Section 106 Agreements (s106).

3.116 The planning obligations set out in the heads of terms below are considered necessary to make the development acceptable in planning terms, they are related to the development and fairly and reasonable in scale and kind to the development. A Section 106 Agreement is therefore required to ensure the proposal is in accordance with the statutory development plan and to secure the necessary infrastructure to mitigate the needs of the proposed development.

3.117 In view of the fact that the Section 106 Agreement will be the subject of extended negotiations, Officers consider that circumstances may arise which may result in the need to make minor modifications to the conditions and obligations (which may include the variation, addition, or deletion). Accordingly, the second recommendation has been drafted to authorise the Chief Planning Officer after consultation with the Director of Law and the Chair of the Planning and Development Control Committee, to authorise the changes he/she considers necessary and appropriate, within the scope of such delegated authority.

3.118 The Applicant is expected to agree to enter into a legal agreement with the Council to which would include the following site-specific items (i.e. items which are not on the CIL r123 list):

- a) A financial contribution of £29,135 to support delivery of the Council's Industrial Strategy 'Upstream London', including to support for employment, skills and local procurement activities.
- b) At least 10% of the total number of people employed during the development are local (H&F) residents, including:
  - a. 2 apprenticeships lasting at least 12 months
  - b. 1 paid work experience placement lasting at least 6 months
  - c. 1 unpaid work experience placement for local (H&F) residents and students of local (H&F) schools lasting at least 4 weeks
- c) At least 20% of the total number of people employed in the end use of the development are local (H&F) residents.

- d) 10% of the build/fit out cost to be spent on businesses based in H&F in the supply chain of the development.
- e) A commitment to sign up to the Council's Upstream Pathway Bond, a broad menu of opportunities to help businesses play a meaningful role in supporting the local community in which they operate – and to encouraging end-users of the development to do so.
- f) None of these contributions are double counted with any social value contributions committed by a procured developer as part of the procurement process
- g) The developer reports evidence to the Council of any of these outputs delivered on a quarterly basis.
- h) Habitat Management and Monitoring Plan (HMMP) monitoring fee of £3,500 at years 2, 5, 10, 15, 20, 25, and 30 after the HMMP has been approved along with the submission of a monitoring report each monitoring year.
- i) Travel Plan (Demolition and Construction Workforce) monitoring fee of £3,000 (and annually until completion of the construction phase of the development).
- j) Travel Plan (Commercial) monitoring fee of £3,000 at years 1, 3 and 5.
- k) Commitment to ensure the proposed development is car-permit free except blue badge holders (business parking permits).
- l) A payment of £5,000 to participate in the Council's Construction Vehicle Monitoring Scheme, to ensure compliance with the approved CLP documents.
- m) Carbon dioxide emission offset contribution estimated at £129,010 based on the Council's locally adopted charges.
- n) Delivery and Servicing Plan monitoring fee of £3,000 at years 1, 3 and 5.
- o) Construction Site Air Quality Dust Management Plan compliance monitoring fee of £5,000 (and annually until completion of the construction phase of the development).
- p) Access to the swimming pool by local schools to 1 lane for 1 hour per day for 3 days a week (in term time during school hours).
- q) A s278 agreement to deliver the following highways improvements:
  - the provision of 7 additional Sheffield Stands on the public highway as shown on the proposed plans and the relocation of any existing Sheffield Stands on the public highway as required by the proposal.
- r) A commitment to meet the costs of the Council's associated legal fees.

#### 4.0 CONCLUSION and RECOMMENDATION

4.1 Officers consider that the proposed extensions and associated works would support the existing leisure facility on this site and bring it back into use in an appropriate town centre location.

4.2 The proposed development would achieve a sustainable development, optimising the use of previously developed land.

4.3 The proposed extensions and alterations are of a high quality of design and materials and would be subservient to, and compatible with, the scale and character of the existing building and surrounding development. There would be no harm to the significance of designated and non-designated heritage assets as a result of the proposal.

4.4 There would be no adverse impact on traffic generation and the scheme would not result in congestion of the primary road network. The development is considered not to have the potential for contributing significantly towards pressure on on-street parking

due to the high accessibility to public transport, subject to satisfactory measures to discourage the use of the private car which would be contained in a Travel Plan. Adequate provision for servicing and the storage and collection of refuse and recyclables would be provided.

4.5 The development would provide lift access to all levels, including an evacuation lift.

4.6 The application proposes a number of measures to reduce carbon dioxide emissions and the implementation of sustainable design and construction measures, flood mitigation and sustainable drainage would be a condition of the approval.

4.7 The impact of the proposed development upon neighbouring occupiers is considered to be acceptable. Measures would be secured by condition to minimise light pollution and noise and disturbance to nearby occupiers from the operation of the extended development.

4.8 In line with the Town and Country Planning Act 1990 and the Town and Country Planning (Pre-commencement Conditions) Regulations 2018, Officers have consulted the Applicant on the pre-commencement conditions included in the agenda and the Applicant has raised no objections.

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