

London Borough Of Hammersmith & Fulham

Planning Applications Committee

Agenda for 10th February 2016

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Ward: Wormholt And White City

Site Address:

Site At Junction Of Western Avenue And Old Oak Road London



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Reg. No:
2015/02231/FUL

Case Officer:
Neil Egerton

Date Valid:
20.05.2015

Conservation Area:
Old Oak And Wormholt Conservation Area -
Number 12

Committee Date:
10.02.2016

Applicant:

Mr Simon Owen
106-110 Kentish Town Road London NW1 9PX

Description:

Redevelopment of the site by the erection of a part 8 storey, part 7 storey, part 3 storey building (over 2 basement floors), to provide 320 rooms of student accommodation, including ground floor level coffee shop (use class A1)

Drg Nos: SHF 200 RevB, 201 Rev A, 202 Rev A, 203 Rev A, 204 Rev A, 205 Rev A, 206 Rev A, 207 Rev A, 208 Rev A, 209 Rev A, 219 Rev A, 210 rev A, 211 Rev A, 212 Rev A, 213 Rev B, 214 Rev A, 215 Rev A, 216 Rev A, 220 Rev A, 221 Rev A, 222 Rev A, 225 Rev A, 226 Rev B, 227 Rev A, 228, 240, 241, 242, 243, 244, 245, 246, 247, 248.

Application Type:

Full Detailed Planning Application

Officer Recommendation:

That the Committee resolve that the Executive Director of Transport and Technical Services be authorised to determine the application and grant permission up on the completion of a satisfactory legal agreement and subject to the condition(s) set out below:

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

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

- 2) The development hereby approved shall not be erected otherwise than in accordance with the detailed drawings which have been approved, ref: SHF 200 RevB, 201 Rev A, 202 Rev A, 203 Rev A, 204 Rev A, 205 Rev A, 206 Rev A, 207 Rev A, 208 Rev A, 209 Rev A, 219 Rev A, 210 rev A, 211 Rev A, 212 Rev A, 213 Rev B, 214 Rev A, 215 Rev A, 216 Rev A, 220 Rev A, 221 Rev A, 222 Rev A, 225 Rev A, 226 Rev B, 227 Rev A, 228, 240, 241, 242, 243, 244, 245, 246, 247, and 248.

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 DM G1 and DM G7 of the Development Management Local Plan 2013 and Policy BE1 of the Core Strategy 2011.

- 3) The development hereby permitted shall not commence until particulars and samples of materials, to be used in all external faces of the building, including glass, the colour of the cladding panels, the colour of the render, and all surface treatments, have been submitted to and approved in writing by the Council. The development shall be carried out in accordance with such details as have been approved.

To ensure a satisfactory external appearance, in accordance with policies DM G1 and DM G7 of the Development Management Local Plan 2013 and Policy BE1 of the Core Strategy 2011.

- 4) No development shall commence until a site investigation scheme is submitted to and approved in writing by the Council. This scheme shall be based upon and target the risks identified in the approved preliminary risk assessment and shall provide provisions for, where relevant, the sampling of soil, soil vapour, ground gas, surface and groundwater . All works must be carried out in compliance with and by a competent person who conforms to CLR 11: Model Procedures for the Management of Land Contamination (Defra 2004) 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 Borough Wide Strategic Policy CC4 of the Core Strategy and policies DM H7 and H11 of the Development Management Local Plan 2013.

- 5) 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 CLR 11: Model Procedures for the Management of Land Contamination (Defra 2004) 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 Borough Wide Strategic Policy CC4 of the Core Strategy and policies DM H7 and H11 of the Development Management Local Plan 2013.

- 6) 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 CLR 11: Model Procedures for the Management of Land Contamination (Defra 2004) 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 Borough Wide Strategic Policy CC4 of the Core Strategy and policies DM H7 and H11 of the Development Management Local Plan 2013.

- 7) 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 CLR 11: Model Procedures for the Management of Land Contamination (Defra 2004) 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 Borough Wide Strategic Policy CC4 of the Core Strategy and policies DM H7 and H11 of the Development Management Local Plan 2013.

- 8) 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 CLR 11: Model Procedures for the Management of Land Contamination (Defra 2004) 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 Borough Wide Strategic Policy CC4 of the Core Strategy and policies DM H7 and H11 of the Development Management Local Plan 2013.

- 9) The development hereby permitted shall not be occupied before details of the landscaping of all areas external to the buildings, including planting (including species and height of trees and shrubs), paving, boundary walls, fences, gates and other means of enclosure, have been submitted to and approved in writing by the Council, and the development shall not be occupied or used until such landscaping as is approved has been carried out.

To ensure a satisfactory external relationship with its surroundings, in accordance with policies DM G1 and DM G7 of the Development Management Local Plan 2013.

- 10) All planting, seeding and turfing approved as part of the submitted landscaping scheme shall be carried out in the first planting or seeding seasons following the occupation of the buildings or the completion of the development, whichever is the sooner; and any trees or shrubs which die, are removed or become seriously damaged or diseased within 5 years of the date of the initial planting shall be replaced in the next planting season with others of similar size and species.

To ensure a satisfactory external appearance and to prevent harm to the streetscene, in accordance with Policy BE1 of the Core Strategy 2011 and Policies DM G1 and DM E4 of the Development Management Local Plan 2013.

- 11) Prior to commencement of development, including any demolition, ground or enabling works, a scheme for temporary fencing and/or enclosure of the site shall be submitted to and approved in writing by the council. Scaffolding enclosures shall be of a design appropriate for a conservation area. Such enclosures shall be erected in accordance with the approved details and retained for the duration of the building works within the relevant phase of development.

To ensure a satisfactory external appearance, in accordance with Policy BE1 of the Core Strategy 2011 and Policies DM G7, DM G1, Policies 5.12 and 5.13 of the London Plan 2015 and DM F2 of the Development Management Local Plan 2013.

- 12) The development hereby approved shall not be occupied until the secure cycle parking spaces as shown on the approved drawing SHF 202 Rev A have been installed; and the cycle storage shall be permanently retained thereafter for users of the development.

In order to promote alternative, sustainable forms of transport, in accordance with Policy DM J5 of the Development Management Local Plan 2013 and Policy 6.9 and Table 6.3 of The London Plan (2015).

- 13) The development hereby approved shall not be occupied until the accessible car parking space indicated in drawing no. SHF 200 Rev B has been provided; and it shall thereafter be retained for the lifetime of the development.

To ensure that the development is accessible, in accordance with policies DM J4 of the Development Management Local Plan 2013 and SPD Transport Policy 22.

- 14) Prior to occupation evidence must be submitted and approved in writing by the Council, that show that the CHP units, abatement technologies and boilers installed comply with the Air Quality Assessment (<95 mg NOx/Nm³) submitted as

part of the planning application and the emissions standards set out within the agreed Low Emission Strategy, (CHP and boiler NO_x emissions). The submitted evidence must comply with the GLA's Sustainable Design and Construction SPG and include the results of NO_x emissions testing of the CHP unit by an accredited laboratory.

To comply with the requirements of the NPPF, Policies 7.14 a-c of The London Plan (2015) and Policy DM H8 of the Development Management Local Plan (2013).

- 15) Prior to installation details of the boilers to be provided for space heating and domestic hot water should be submitted to and agreed in writing by the council. The boilers to be provided for space heating and domestic hot water shall have dry NO_x emissions not exceeding 40 mg/kWh (at 0% O₂). Where any installations do not meet this emissions standard it should not be operated without the fitting of suitable NO_x abatement equipment or technology as determined by a specialist to ensure comparable emissions. Following installation, emissions certificates will need to be provided to the council to verify boiler emissions.

To comply with the requirements of the NPPF, Policies 7.14a-c of the London Plan (2011) (including 2013 alterations) and Policy DM H8 of the Development Management Local Plan (2013).

- 16) Prior to the commencement of the development a Low Emission Strategy shall be submitted to and approved in writing by the Council. The Low Emission Strategy must address the results of the agreed Air Quality Assessment and detail the remedial action and mitigation measures that will be implemented to protect receptors (e.g. abatement technology for energy plant, design solutions). This Strategy must make a commitment to implement the mitigation measures (including NO_x emissions standards for the chosen energy plant that are required to reduce the exposure of onsite and local receptors to poor air quality and to help mitigate the development's air pollution impacts, in particular the emissions of NO_x and particulates from on-site transport and energy generation sources. Evidence must also be submitted to and approved in writing by the Council to show that the CHP units installed within the energy centre comply with the relevant emissions standards in the Mayor's Sustainable Design and Construction Supplementary Planning Document, Band B.

The strategy must re-assess air quality neutral as agreed in the Air Quality Assessment in accordance with GLA guidance and identify mitigation measures as appropriate to reduce building emissions to below GLA benchmark levels. D1 calculations must be provided from ground level to inform the height of energy plant chimneys.

To comply with the requirements of the NPPF (2012), Policies 7.14a-c of the London Plan (2011) (including 2013 alterations) and Policy DM H8 of the Development Management Local Plan (2013).

- 17) No development shall commence until a risk assessment based on the Mayor's Best Practice Guidance (The control of dust and emissions from construction and demolition) has been undertaken and a method statement for emissions control (including an inventory and timetable of dust generating activities, emission control methods and air quality monitoring) has been submitted to and approved in writing

by the council. The appropriate mitigation measures to minimise dust and emissions must be incorporated into the site specific Dust management plan/Demolition Method Statement and integrated into a Construction Environmental Management Plan. Developers must ensure that on-site contractors follow best practicable means to minimise dust and emissions at all times.

To comply with the requirements of the NPPF (2012), Policies 7.14a-c of the London Plan (2011) (including 2013 alterations) and Policy DM H8 of the Development Management Local Plan (2013).

- 18) The development hereby approved shall not proceed above ground floor damp proof course level until detailed information on the proposed mechanical ventilation system shall be submitted to and approved in writing by the Council and thereafter carried out in accordance with these details, including details of where air intakes would be located to avoid areas of NO₂ or PM exceedance . Chimney/boiler flues and ventilation extracts must be positioned a suitable distance away from ventilation intakes, balconies, roof gardens, terraces and receptors to reduce exposure to occupants to acceptable levels. Approved details shall be fully implemented prior to the occupation/use of the development and thereafter permanently retained and maintained in good working order. 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 building.

To ensure that occupiers of the development are not adversely affected by air quality, in accordance with London Plan 2011 policy 7.14, Core Strategy 2011 Policy CC4, and Development Management Local Plan 2013 Policy DM H8.

- 19) The development hereby approved shall not proceed above ground floor damp proof course level until details of external artificial lighting shall be submitted to and approved in writing by the Council. Details shall demonstrate that vertical illumination of neighbouring premises is a maximum of 10lux at ground floor and 5lux at first and higher floor levels. The recommendations of the Institution of Lighting Professionals in the 'Guidance Notes For The Reduction Of Light Pollution 2005' shall also be met with regard to glare and sky glow. 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 DM H10 and H11 of the Development Management Local Plan.

- 20) Prior to commencement of the development, details shall be submitted to and approved in writing by the Council, of an enhanced sound insulation value $D_{nT,w}$ and $L'_{nT,w}$ of at least 5dB above the Building Regulations value, for the floor/ceiling /wall structures separating different types of rooms/ uses in adjoining dwellings. Approved details shall be implemented prior to occupation of the development and thereafter be permanently retained.

To ensure that the amenity of occupiers of the development site is not adversely affected by noise, in accordance with Policies DM H9 and H11 of the Development Management Local Plan.

- 21) Prior to commencement of the development, details shall be submitted to and approved in writing by the Council, of building vibration levels [generated by traffic etc.] together with appropriate mitigation measures where necessary. The criteria to be met and the assessment method shall be as specified in BS 6472:2008. No part of the development shall be occupied until the approved details have been implemented. Approved details shall thereafter be permanently retained.

To ensure that the amenity of occupiers of the development site/ surrounding premises is not adversely affected by ground- or airborne vibration, in accordance with Policies DM H9 and H11 of the Development Management Local Plan.

- 22) Prior to commencement of the development, a noise assessment shall be submitted to the Council for approval of external noise levels including reflected and re-radiated noise and details of the sound insulation of the building envelope, orientation of student rooms away from major noise sources and of acoustically attenuated mechanical ventilation as necessary to achieve internal room- and (if provided) external amenity noise standards in accordance with the criteria of BS8233:2014. Approved details shall be implemented prior to occupation of the development and thereafter be permanently retained.

To ensure that the amenity of occupiers of the development site is not adversely affected by noise from transport, in accordance with Policies DM H9 and H11 of the Development Management Local Plan.

- 23) The development hereby approved shall not proceed above ground floor damp proof course level until details have been submitted to and approved in writing by the Council, of the sound insulation of the floor/ ceiling/ walls separating the commercial part(s) of the premises from dwellings. Details shall demonstrate that the sound insulation value $D_{nT,w}$ is enhanced by at least 15 dB above the Building Regulations value and, where necessary, additional mitigation measures are implemented to contain commercial noise within the commercial premises and to achieve the criteria of BS8233:2014 within the dwellings/ noise sensitive premises. Approved details shall be implemented prior to occupation of the development and thereafter be permanently retained.

To ensure that the amenity of occupiers of the development site/ adjacent dwellings/ noise sensitive premises is not adversely affected by noise, in accordance with Policies DM H9 and H11 of the Development Management Local Plan.

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

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

To ensure that the amenity of occupiers of the development site/ adjacent dwellings/ noise sensitive premises is not adversely affected by noise, in accordance with Policies DM H9 and H11 of the Development Management Local Plan.

- 25) The development hereby approved shall not proceed above ground floor damp proof course level until details have been submitted to and approved in writing by the Council, of the external sound level emitted from plant/ machinery/ equipment and mitigation measures as appropriate. The measures shall ensure that the external sound level emitted from plant, machinery/ equipment will be lower than the lowest existing background sound level by at least 10dBA in order to prevent any adverse impact. The assessment shall be made in accordance with BS4142:2014 at the nearest and/or most affected noise sensitive premises, with all machinery operating together at maximum capacity. A post installation noise assessment shall be carried out where required to confirm compliance with the sound criteria and additional steps to mitigate noise shall be taken, as necessary. Approved details shall be implemented prior to occupation of the development and thereafter be permanently retained.

To ensure that the amenity of occupiers of the development site/ surrounding premises is not adversely affected by noise from plant/mechanical installations/ equipment, in accordance with Policies DM H9 and H11 of the Development Management Local Plan.

- 26) The development hereby approved shall not proceed above ground floor damp proof course level until details have been submitted to and approved in writing by the Council of anti-vibration measures. The measures shall ensure that machinery, plant/ equipment, extract/ ventilation system and ducting are mounted with proprietary anti-vibration isolators and fan motors are vibration isolated from the casing and adequately silenced. Approved details shall be implemented prior to occupation of the development and thereafter be permanently retained.

To ensure that the amenity of occupiers of the development site/ surrounding premises is not adversely affected by vibration, in accordance with Policies DM H9 and H11 of the Development Management Local Plan.

- 27) Neither music nor amplified loud voices emitted from the commercial part of the development shall be audible at any residential/ noise sensitive premises.

To ensure that the amenity of occupiers of the development site/ surrounding premises is not adversely affected by noise, in accordance with Policies DM H9 and H11 of the Development Management Local Plan.

- 28) Prior to commencement of the use, details shall be submitted to and approved in writing by the Council, of the installation, operation, and maintenance of the odour abatement equipment and extract system, including the height of the extract duct and vertical discharge outlet, in accordance with the 'Guidance on the Control of Odour and Noise from Commercial Kitchen Exhaust Systems' January 2005 by

DEFRA. Approved details shall be implemented prior to the commencement of the use and thereafter be permanently retained.

To ensure that the amenity of occupiers of the development site/ surrounding premises is not adversely affected by cooking odour, in accordance with Policies DM H9 and H11 of the Development Management Local Plan.

- 29) Prior to commencement of the use, details shall be submitted to and approved in writing by the Council, of the installation, operation, and maintenance of the odour abatement equipment and extract system, including the height of the extract duct and vertical discharge outlet, in accordance with the 'Guidance on the Control of Odour and Noise from Commercial Kitchen Exhaust Systems' January 2005 by DEFRA. Approved details shall be implemented prior to the commencement of the use and thereafter be permanently retained.

To ensure that the amenity of occupiers of the development site/ surrounding premises is not adversely affected by cooking odour, in accordance with Policies DM H9 and H11 of the Development Management Local Plan.

- 30) No development shall commence until a statement of how Secured by Design requirements are to be achieved has been submitted to and approved in writing by the council. The approved details shall be carried out before any use of that part of the development to which the approved details relate.

To ensure a safe and secure environment in accordance with Policy DM G1 of the Development Management Local Plan 2013.

- 31) Prior to commencement of the development hereby permitted drawings of a typical bay in plan, section and elevation for each elevation of the scheme at a scale of no less than 1:20 shall be submitted to and approved in writing by the council. The development shall not be occupied until the scheme has been carried out in accordance with the approved details, and it shall thereafter be permanently retained as such.

To ensure a satisfactory external appearance, in accordance with Policy DM G1 and DM G7 of the Development Management Local Plan, 2013 and Policy BE1 of the Core Strategy, 2011.

- 32) The window glass of the coffee shop and the community rooms hereby permitted shall be installed as clear glass prior to first use of the development and it shall not be mirrored, painted, tinted or otherwise obscured; and the scheme shall thereafter permanently be retained in this form.

To ensure a satisfactory external appearance and to prevent harm to the street scene, in accordance with policy BE1 of the Core Strategy (2011), Policy DM G4 of the Development Management Local Plan (2013) and SPD Design Policies 22 and 25 of the Planning Guidance Supplementary Planning Document (2013).

- 33) Prior to the commencement of the development hereby permitted a water drainage scheme, based on sustainable drainage principles, and a maintenance

programme for the sustainable urban drainage measures, which shows how surface water would be managed on-site in-line with the proposals outlined in the Flood Risk Assessment and additional SuDS Strategy information, should be submitted to and approved in writing by the Council, in consultation with the Lead Local Flood Authority. The submitted strategy shall include rainwater harvesting system for internal re-use, rainwater collection for external irrigation purposes, use of permeable paving and planted rain gardens which promote infiltration of run-off as well the integration of a storm water attenuation tank. Supporting information included in the Strategy shall include details of the design, location and attenuation performance of each SuDS feature. Details shall also be provided of the proposed flow controls and flow rates for discharging of any surface water to the combined sewer system, which shall aim to achieve greenfield run-off rates. The proposed SuDS measures shall be installed as part of the development in order to manage surface water run-off from all storms, including 1 in 1 year storms up to and including a 1:100 year storm with a 30% provision for climate change, and to achieve the agreed storage volumes and discharge rates. The scheme shall be implemented in accordance with the approved details prior to first occupation of the development hereby permitted, and thereafter be permanently maintained in accordance with the agreed details.

To prevent any increased risk of flooding and to ensure the satisfactory storage of/disposal of surface water from the site in accordance with National Planning Policy Framework (2012) and the Planning Practice Guidance (2015), Policy CC2 of the Core Strategy (2011) and Policy 5.13 of The London Plan (2015), and Policy DM H3 of the Development Management Local Plan (2013).

- 34) The development shall not be occupied prior to the provision of the wheelchair accessible/adaptable accommodation units as indicated on the approved drawings. None of the student accommodation shall be used or occupied until the student units have been provided and fitted out to meet the needs of wheelchair users, in accordance with the details agreed. The development shall be permanently maintained in this form thereafter.

To ensure satisfactory provision for people with disabilities, including people who use wheelchairs, in accordance with the Council's Access for All SPD and Policy 7.2 of The London Plan 2011.

- 35) The development hereby approved shall not proceed above ground floor damp proof course level until details of external artificial lighting have been 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 DM H10 and H11 of the Development Management Local Plan.

- 36) No part of the flat roof areas provided by the development hereby approved shall be used as a terrace or other accessible amenity space. No walls, fences, railings or other means of enclosure other than those shown on the approved drawings shall be erected around the roofs, and no alterations shall be carried out to the approved building to form access onto these roofs. Furthermore, the landscaped area at basement level shown on the approved drawings shall not be used for any form of recreational purposes; and any access to this area shall be for maintenance purposes only.

To ensure that the use of the development would not harm the amenities of the existing neighbouring residential properties and future residential occupiers of the development as a result of overlooking, loss of privacy and noise and disturbance, and to ensure a satisfactory external appearance; in accordance with Policies DM H9, DM A9 and DM G1 of the Development Management Local Plan 2013, and SPD Housing Policy 8 of the Planning Guidance Supplementary Planning Document 2013.

- 37) The development hereby approved shall be constructed to achieve a minimum rating of BREEAM 'Excellent' as per the measures set out in the Energy and Sustainability Statement (Dated 12th May 2015). The sustainable design and construction scheme shall be implemented in accordance with the approved details prior to occupation of the development hereby permitted, and thereafter permanently retained.

To ensure that sustainable design and construction techniques are implemented, in accordance with Policies DM G1, DM H2 of the Development Management Local Plan 2013, Policies 5.1, 5.2, 5.3 and 5.7 of The London Plan (2015), and Policies BE1 and CC1 of the Core Strategy 2011.

- 38) Prior to the occupation of the development hereby approved, a Post-Construction Assessment detailing the implementation of the measures set out in the Energy and Sustainability Statement (dated 12th May 2015) shall be submitted to and approved in writing by the council.

To ensure that sustainable design and construction techniques are implemented, in accordance with Policies DM G1, DM H2 of the Development Management Local Plan 2013, Policies 5.1, 5.2, 5.3 and 5.7 of The London Plan (2015), and Policies BE1 and CC1 of the Core Strategy 2011.

Justification for Approving the Application:

- 1) 1. Land Use: Whilst the site is outside a designated town centre and is close to residential properties, it is highly accessible by public transport and a student accommodation use is considered appropriate given the location of the development on a busy road. The development would bring a vacant site back into use with the re-provision of an active frontage along the Westway. As such, it is considered that Policy DM A7 of the Development Management Local Plan 2013, Core Strategy Policy H6 and Policy 3.8 of The London Plan 2015 are thereby satisfied.
2. Design: The proposed building would reinstate a landmark building on this corner which was lost after the demolition of the Savoy Cinema. It is considered

that the design and appearance of the proposed building would complement the existing character and appearance of the street scene, and the proposal in terms of its height, scale and design would be acceptable within the context of the existing townscape. The character and appearance of the conservation area would be preserved. Policies DM G1 and DM G7 of the Development Management Local Plan 2013, Policy BE1 of the Core Strategy, London Plan 2015 Policies 7.1, 7.4 and 7.6 and the NPPF would thereby be satisfied.

3. Highways matters: Subject to matters being secured in the legal agreement, there would be no adverse impact on traffic generation and the scheme would not result in congestion of the primary road network. Off-street parking would be provided and the development is not considered 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. Improvements would be made to the pedestrian environment surrounding the development as part of the proposal. Adequate provision for servicing and the storage and collection of refuse and recyclables would be provided. The proposal is thereby in accordance with policy DM J1 of the Development Management Local Plan 2013.

4. Residential Amenity: The impact of the proposed development upon adjoining occupiers is considered acceptable. It is not considered that the proposal would have a materially detrimental impact on the outlook and light to neighbouring properties. Residents' privacy would not be materially affected. Measures would also be secured by condition to minimise noise and disturbance to nearby occupiers from the operation of the proposed student accommodation. In this regard, the development would respect the principles of good neighbourliness, and thereby satisfy policies DM G3, DM H9 and DM H11 of the Development Management Local Plan 2013, and SPD Housing Policy 8

5. Sustainability and Flood Risk: The application proposes a number of measures to reduce CO2 emissions from the baseline. The proposal would seek to achieve a 'very good' BREEAM rating and the implementation of sustainable design and construction measures would be a condition of the approval. The proposal would incorporate green roofs and a Sustainable Urban Drainage Strategy would be required by condition. It is not considered that the development is at risk from tidal flooding. Policies DM H1, DM H2 of the Development Management Local Plan 2013, CC1 and CC2 of the Core Strategy 2011 and Policies 5.1, 5.2, 5.3, 5.6 and 5.7 of The London Plan 2015 are thereby satisfied.

6. Accessibility: The development would provide level access, a lift to all levels, suitable circulation space and dedicated rooms for wheelchair users. Satisfactory provision is therefore made for users with mobility needs, in accordance with Policy BE1 of the Core Strategy 2011, the Council's SPD 'Access for All' and Policies 4.5 and 7.2 of the London Plan 2015.

**LOCAL GOVERNMENT ACT 2000
LIST OF BACKGROUND PAPERS**

All Background Papers held by Andrew Marshall (Ext: 3340):

Application form received: 13th May 2015

Drawing Nos: see above

Policy documents: National Planning Policy Framework 2012
The London Plan 2011 and Revised Early Minor Alterations to The
London Plan, 2013
Core Strategy 2011
The Development Management Local Plan 2013
Planning Guidance Supplementary Planning Document July 2013

Consultation Comments:

Comments from:	Dated:
London Underground Limited	17.06.15
Thames Water - Development Control	17.06.15
Transport For London - Land Use Planning Team	22.10.15
London Underground Limited	08.10.15
Thames Water - Development Control	02.10.15

Neighbour Comments:

Letters from:	Dated:
12 Foxglove Street London w12 0qd	30.05.15
Flat 18 Banstead Court 50 Westway W12 0QH	18.06.15
12 Foxglove Street London w12 0qd	31.05.15
12 Foxglove Street London w12 0qd	31.05.15
78 Old Oak Common Lane London W£ 7DA	26.06.15
56 Aldbourne Road London W12 0LN	02.06.15
35 Westway London W12 0PT	16.06.15
162 Old Oak Road London W3 7HE	02.06.15
162 Old Oak Road London W3 7HE	29.10.15
78 Old Oak Common Lane London W3 7DA	23.06.15
78 Old Oak Common lane London W3 7DA	23.06.15
78-80 Savoy House London W3 7DA	23.06.15
The Old Vicarage Bromyard Ave Acton W3 7BP	23.06.15
162 Old Oak Road Hammersmith London W3 7HE	09.06.15
224 Bromyard House Bromyard Avenue London W3 7BN	23.06.15
224 Bromyard House Bromyard Avenue London W3 7BN	23.06.15
149 Valetta Road Acton W3 7TA	24.06.15
28 Foxglove street London W12 0QD	11.06.15
28 foxglove street London W120qd	19.06.15
18 Foxglove Street Shepherds Bush London W12 0QD	16.06.15
13 Foxglove street London w12 0qd	08.06.15

13 Foxglove street London w12 0qd	15.10.15
158 Old Oak Road London W3 7HE	09.10.15
13 Foxglove street London w12 0qd	15.10.15
20 Foxglove Street LONDON w12 0qd	17.10.15
36 Foxglove St London W12 0QD	22.10.15
28 Ranelagh Road Ealing LONDON W5 5RJ	16.11.15

1.0 BACKGROUND

1.1 The application site is the Former Savoy Cinema site, which is located on the southern side of Western Avenue, at its junction with Old Oak Road. A cinema building had existed on the site since 1931, but was demolished in 1996. The 1,700 sq.m. plot of land has remained vacant ever since. The borough boundary with LB Ealing runs down the middle of Old Oak Road.

1.2 To the east, further along the Westway, are the three storey flat blocks known as Banstead Court. On the opposite side of the Westway there are three storey buildings with commercial premises on the ground floor and flats above. On the eastern side of Old Oak Road, opposite the site, there are two- storey buildings with shops on the ground floor and flats above, which are in the Borough of Ealing. To the south and south-east of the site are two storey residential properties in Foxglove Street, which are part of the Wormholt Estate. Further to the west along the Westway is a large DIY superstore equivalent to 3 storeys in height.

1.3 The site is located within the Old Oak and Wormholt Conservation Area. It has a public transport accessibility Level (PTAL) of 6a; which means that there is excellent accessibility to public transport. East Action station, which is served by the Central Line, is located on Erconwald Street, 0.2 miles to the north-east, a five minute walk. The site is located within Flood Risk Zone 1, which is at the lowest risk of flooding from The Thames.

1.4 There is recent planning history for the site. Planning permission (2011/02485/FUL) was granted on 28th February 2013, subject to a legal agreement, for redevelopment involving the erection of a 5 storey (plus basement) building to provide a 116 bedroom hotel, incorporating a restaurant and bar on the ground floor fronting onto the Westway, ancillary gym and meeting room facilities, and associated basement car parking for 20 parking spaces with vehicular access from the Old Oak Road junction with Foxglove Street. This scheme has not yet been implemented, though the planning permission remains extant until 27th February 2016.

1.5 The current application seeks consent for redevelopment by the erection of a part 8 storey, part 7 storey, part 3 storey building (over 2 basement floors), to provide 320 rooms of student accommodation (126 single rooms and 194 double rooms).

1.6 In support of their application, the applicants have stated:

- The area has suffered from a lack of investment in recent years
- The proposal will bring a previously developed site back into use
- The students will contribute to the local economy
- Construction would be in a modular form, that will reduce the construction time and length of disruption to the local area

- The applicant is willing to enter into a Section 106 agreement that restricts occupation to students on a full time course in an educational establishment

1.7 The applicants have advised officers that they engaged local residents in a pre-application briefing about their intentions for the site (350 flyers delivered). A meeting took place in April 2015, and 10 residents attended the event. The main concerns raised by residents at this meeting were:

- Traffic
- Drainage
- Numbers of students and associated anti-social behaviour, and noise
- Height of the building, especially the eight storey central tower
- Overlooking
- Design, and whether it represented an improvement on the previous hotel
- Dust throughout the construction period
- More than one resident suggested facilities such as shops and ideally a supermarket should be included; other suggestions for the site were a leisure centre and a youth club

1.8 The applicants have advised officers that in relation to residents' concerns raised at the meeting, they explained that the scheme would be car-free and should attract no additional cars; that drainage would be carefully assessed to judge the drain's capacity, and that any necessary works would be undertaken; that management proposals and sound-reducing measures would be included within the design and the development to minimise noise; that the storey heights are lower than the previous hotel's, and that the overall height was similar; that the use of brick over other materials or cladding was generally approved of and considered in keeping with the surroundings.

1.9 Officers were also advised that there was support expressed by one resident for student accommodation, which they considered would improve the vibrancy of the area, and that it was preferable to the hotel scheme; and that, overall, residents were happy to learn they would have access to the ground floor coffee shop

1.10 At officers' request the scheme has been revised since its original submission to reduce the building's bulk and massing, which has resulted in a reduction in the number of proposed student rooms by three. The scheme has also been amended to address residents' concerns ensuring that the external amenity space proposed to the south is now only for visual/setting purposes and it shall not to be used for recreational or social purposes; to help minimise the likelihood of noise nuisance for neighbouring properties.

2.0 PUBLICITY AND CONSULTATIONS

2.1 Notification letters were sent to over 200 properties in the streets surrounding the application site and a number of site notices were posted, along with an advertisement in the local press. 20 responses have been received from 14 addresses - 56 Aldbourne Road, 18 Banstead Court, 224 Bromyard House, Old Vicarage Bromyard Ave, 12 Foxglove Street (three) 13 Foxglove Street, 18 Foxglove Street (two), 28 Foxglove Street (two), 78 Old Oak Common Lane (three), 158 Old Oak Road, 162 Old Oak Road, 78-80 Savoy House, 149 Valetta Road and 35 Westway - objecting to the proposed development.

- 2.2 The grounds of objection/concern can be summarised as follows:
- Too many student accommodation schemes in the local area (Officers' Comment: the applicants advise that the nearest existing student accommodation scheme is over a mile away from the application site – `Costume Store`)
 - Area needs low cost accommodation for young adults
 - Proposed occupiers are transient and would not care about the area
 - Hotel would at least have provided jobs
 - Lack of amenities in the area with few shops to access, there is no college in the area, who will be staying here
 - The local population is made up of many elderly residents, to put a student use in the midst will cause noise nuisance, traffic issues and increased rubbish problems
 - The area needs inward investment, hotel or offices would help this
 - Inappropriate design, does not enhance the character or appearance of the local area
 - Far too tall, will overpower other buildings in the area, this high rise block is totally unacceptable
 - Development is a monotonous block shape and aesthetically very bland, it would not enhance the character or appearance of the conservation area
 - Problems with noise, disruption and disturbance, both during and after development (Officers' Comment: noise and disturbance from building works are not grounds to withhold planning permission)
 - Foxglove Street is a quiet family street, this massive building would be a disaster to residents here, with increased traffic movements and large numbers of students
 - Would cause loss of daylight and sunlight for the neighbouring properties
 - The area suffers from traffic congestion, this development will worsen this dramatically
 - Concerns about noise and disturbance from students living away from home for the first time
 - Crime rates will soar
 - The building will add value and richness to area; the character and appearance of area is not that great, but one resident opposes the scheme until the Council lifts restrictions on residents' extensions

2.3 Following the revisions which were carried out to the proposed development, a further round of notifications and consultations were carried out. Six responses were received. These responses, from 13 Foxglove Street (two), 20 Foxglove Street, 36 Foxglove Street, 158 and 162 Old Oak Road objected to the development on the following grounds:

- Making a student hostel in this family area is not safe
- Building would ruin the character and appearance of the area
- There is a lack of supermarkets in the area, these would be of more use to the public rather than a student hostel with no colleges nearby
- How would anti-social behaviour of students smoking and drinking outside be managed/controlled?
- Proposal would cause noise and refuse problems
- Council must enforce a non-alcohol consumption and non smoking zone around the new development and have designated smoking areas for students
- How would this very tall building fit in with the 1930's character and appearance of the area

- Proposal would result in massive disruption to traffic from start of development to its operation, how can it be ensured that residents would not suffer
- Foxglove Street would lose 2 parking spaces, and there would be an increased demand for the limited spaces left
- The developer has not demonstrated a demand for student accommodation
- The contribution the development would make to the local economy would be limited
- Insufficient information submitted regarding contaminated land, and impact on air quality from the development
- The basement works could destabilise local properties
- Concerns over flooding from this over large development of the site

2.4 The Hammersmith Society have responded to state they are generally supportive of the development subject to external materials being agreeable. They also felt it would be better to use the external amenity space for the students, but within controlled hours.

2.5 The Environment Agency has raised no objection, subject to further information regarding drainage matters being submitted and agreed. this would be secured by condition 33.

2.6 Thames Water has raised no objections as long as the development incorporates SuDS measures. Appropriate condition attached (see condition 33).

2.7 The Hammersmith and Fulham Disability Forum do not raise any objection to the development.

2.8 Transport for London (TfL) - The Westway is under their authority. They raise no objection, subject to conditions regarding servicing and parking matters, and they seek a contribution towards highways improvements. These matters are covered in the legal agreement as necessary.

2.9 Ealing Council have not raised any objections.

2.10 London Underground raises no objections to the development.

2.11 The Ealing Civic Society (28 Ranelagh Road) object to the development. They note that there have been recent adjustments, in particular they refer to the reduction in massing at the top/ends of the two 'wings'. However, they consider that the changes are minimal and that the proposal remains overdevelopment on this site and that the appearance of the proposed building remains very bulky and disproportionate to its surroundings when viewed from Savoy Circus. They also consider the revised design to result in a worse appearance than previously, and they say that it now appears very fussy with angled windows and a palette of too many different materials.

2.12 The planning matters raised in the responses received are discussed in the body of the report below.

3.0 PLANNING CONSIDERATIONS

- 3.1 The main planning considerations arising from this proposal relate to:
- The principle of the proposed student accommodation use in land use terms

- Visual amenity, impact on the streetscene and on the character and appearance on the surrounding area, including impact on the conservation area
- Residential amenity, and in particular, the impact of the development on the amenities of neighbouring occupiers, in terms of light, outlook and privacy; noise and disturbance
- Impact on the local highways, parking conditions and traffic generation issues
- Whether the proposed units would have acceptable living standards for future occupiers
- Environmental matters including energy and sustainability, flood risk and air quality
- Accessibility issues
- Contaminated land matters
- Secured by Design matters
- Refuse/waste matters

LAND USE

3.2 The application site is a cleared plot of land (the former cinema was demolished in 1996) located at the southern side of Western Avenue, at the junction with Old Oak Road. The site measures some 1,700 sq.m. The application proposes to create student accommodation, comprising of 320 rooms.

3.3 The key land use issue is whether the proposed student accommodation is considered acceptable, in principle, in this location.

Student accommodation

3.4 London Plan Policy 3.8 states that strategic and local requirements for student housing meeting a demonstrable need should be addressed by working closely with higher and further education agencies and without compromising capacity for conventional homes. Supporting paragraph 3.53 states 'Unless student accommodation is secured through a planning agreement for occupation by members of specified educational institutions for the predominant part of the year, it will normally be subject to the requirements of affordable housing policy. Addressing these demands should not compromise capacity to meet the need for conventional dwellings, especially affordable family homes, or undermine policy to secure mixed and balanced communities.'
(Policies 3.10-3.13).

3.5 Core Strategy Policy H6 states: 'The council recognises the London-wide need for student accommodation, and to assist in meeting this need it will support applications for student accommodation as part of mixed use development schemes within both the White City and Earls Court and West Kensington Opportunity Areas. Applications for student accommodation outside of these areas will be assessed on a site by site basis, but the council will resist proposals which are likely to have adverse local impacts.'

3.6 Policy DM A7 of the Development Management Local Plan 2013 (DMLP) states: 'Where additional student accommodation is required, it will be supported as part of major new development schemes in the White City and Earls Court and West Kensington Opportunity Areas (see Core Strategy Policy H6). An application for student accommodation will need to show that:

- a) The site is in an area with good public transport accessibility (normally PTAL 4-6) with access to local convenience services and the proposal would not generate additional demands for on-street parking (development complies - see Highways section)
- b) There would be no loss of existing housing (development complies; there are no buildings on site)
- c) The development does not have a detrimental impact on the local area, and where appropriate should include a management and maintenance plan for the accommodation to demonstrate how the amenity of neighbouring properties will be protected and what steps would be taken to minimise the impact of the accommodation on neighbouring uses (development complies, see paras 3.35 to 3.54)
- d) The accommodation is of high quality, including size of units, daylight and sunlight standards (development complies, see paras 3.28 to 3.31);
- e) Wheelchair accessible accommodation is provided to meet the needs of disabled students (development complies, see paras 3.33); and
- f) The student accommodation should be secured for occupation by members of specified London-based educational institutions (development complies, see para 3.88).'

3.7 The applicants have submitted a report on demand for student accommodation. The report determines that there is significant demand for student accommodation in the London area and that locations such as Savoy Circus are within easy commuting distance of a range of institutions. There are no specific institutions identified in the applicants submissions, though Imperial College (London Wide) and University of the Arts (Central London) are identified as institutions that have large numbers of students living within the area. The report indicates that institutions such as Imperial College West, University of the Arts, Royal College of Nursing, University of West London, University of Westminster, University College and Birkbeck College (amongst others) are all within between 20 and 40 minutes commuting distance from the site. Officers would recommend that if planning permission were to be granted for this development, the S106 agreement should limit the use of the accommodation to full time students registered on a full time course with a higher education establishment.

3.8 Given its position outside of an opportunity area and situated in a mixed commercial/residential area, the principle of providing student accommodation is to be considered on its own merits; and the proposal will have to be assessed in relation to policy DM A7 of the DMLP and also Policy H6 of the Core Strategy 2011 which seeks to direct student accommodation to the Opportunity Areas and indicates that in other locations applications will be considered on a site by site basis and proposals will be resisted that are likely to have adverse local impacts. The first consideration is whether the site could satisfactorily accommodate this number of students without adverse impact on the local area including a satisfactory transport impact. In this context the application has to demonstrate satisfactorily that the scheme in terms of its impact on traffic and parking and on the amenities of surrounding occupiers and local area would be acceptable. This site has a high PTAL level of 6a meaning that there is good access to public transport, and there is access to local convenience services; in this respect the development complies with parts of Criteria a of Policy DM A7.

Affordable Housing

3.9 In housing schemes with 10 or more dwellings, or with the ability to provide this, both London Plan and Core Strategy policy states that a proportion of the

accommodation should be for affordable housing. However, the justification for this scheme is that it is to provide for student accommodation to help meet the shortfall of such accommodation in London. The requirement for affordable housing therefore does not apply in this instance. The scheme does not result in the loss of residential accommodation and would therefore comply with Criteria b of Policy DM A7.

DESIGN AND VISUAL AMENITY

3.10 The National Planning Policy Framework and the London Plan provide policies on design quality, as outlined below. Relevant local policies concerning the proposed design of the development include DM G1 and DM G7 of the Development Management Local Plan and Policy BE1 of the Core Strategy. Where there would be an impact on heritage assets, it is a key to the assessment of such applications that the decision making process is based on the understanding of specific duties in relation to Conservation Areas required by the relevant legislation, particularly Section 72 duties of the Planning (Listed Buildings and Conservation Areas) Act 1990. Section 72 of the Act states in relation to Conservation Areas 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), special attention should be paid to the desirability of preserving or enhancing the character or appearance of that area.' Paragraph 129 of the NPPF requires planning authorities to assess the significance of any heritage assets affected by development proposal, including their effect on their setting. This assessment shall be taken 'into account when considering the impact of a proposal on a heritage asset, to avoid or minimise conflict between the heritage asset's conservation and any aspect of the proposal'. Paragraph 132 of the NPPF states that; 'When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation. The more important the asset, the greater the weight should be. Significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting. As heritage assets are irreplaceable, any harm to or loss should require clear and convincing justification. '

3.11 With regard to design, paragraph 58 of the NPPF states that planning decisions should aim to ensure that developments: '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; establish a strong sense of place, using streetscapes and buildings to create attractive and comfortable places to live, work and visit; optimise the potential of the site to accommodate development, create and sustain an appropriate mix of uses (including incorporation of green and other public space as part of developments) and support local facilities and transport networks; respond to local character and history, and reflect the identity of local surroundings and materials, while not preventing or discouraging appropriate innovation; create safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion; and are visually attractive as a result of good architecture and appropriate landscaping.' Para. 60 states 'Planning policies and decisions should not attempt to impose architectural styles or particular tastes and they should not stifle innovation, originality or initiative through unsubstantiated requirements to conform to certain development forms or styles. It is, however, proper to seek to promote or reinforce local distinctiveness.'

3.12 London Plan Policies 7.1, 7.4 and 7.6 require all new development and architecture to be of high quality, responding to its surrounding context. It is expected

that schemes would contribute to the character of the surrounding neighbourhood; and that they would be a positive addition to the streetscene or cityscape.

3.13 Policy BE1 of the Core Strategy 2011 states that 'Development 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. In particular, development throughout the borough should be of the highest standard of design that respects local context and character and should protect and enhance the character, appearance and setting of the borough's conservation areas and its historic environment'.

3.14 Policy DM G7 of the Development Management Local Plan relates to the historic environment and states that "the council will aim to protect, restore or enhance the quality, character, appearance and setting of the borough's conservation areas and its historic environment, including listed buildings, historic parks and gardens, buildings and artefacts of local importance and interest, archaeological priority areas and the scheduled ancient monument."

3.15 Policy DM G1 of the Development Management Local Plan relates to the design of new development and states that:

'New build development will be permitted if it is of a high standard of design and compatible with the scale and character of existing development and its setting.

All proposals must be designed to respect:

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

3.16 This site is a prominent corner on the Western Avenue/Old Oak Road junction and it falls within the Wormholt and Old Oak Conservation Area. This Conservation Area consists mainly of two storey terraced houses, in the English Country Cottage style set amongst generous green spaces. Wormholt and Old Oak Estates were constructed between 1912 -1928 and represented part of a movement towards higher standards in public housing. Their external quality is now rarely equalled in either private or public housing. The appeal of the conservation area lies partly in its buildings and partly in its setting. The use of privet hedges, grass verges, street trees and the provision of small 'cottage gardens' are an essential part of the garden suburb image. Variety is provided between groups of buildings not individual properties. Each pair of houses or small terrace is of a single brick and roofing material contrasting or complementing its neighbours. The Wormholt Estate was laid out from 1919 on similar garden city

principles to the earlier Old Oak Estate. The houses were seen as a continuation of the earlier estate but were more generously designed. The layout of the estate and the overriding form of the houses remains remarkably intact and contributes significantly to the character of the area.

3.17 A large 1930's cinema was built on the application site after the completion of the housing estate itself. It formed a prominent landmark on Savoy Circus that significantly exceeded the height of surrounding residential properties. It was a standalone building that always had a different character to the housing estate. The building was demolished in 1996 to make way for a road widening scheme that was never implemented. The conservation area is divided by the great width of the Western Avenue/Westway. The context has changed relatively recently by the construction of the adjacent 4-storey Banstead Court apartment blocks that replaced 2-storey houses on the Wormholt Estate which were also demolished to facilitate road widening. The opposite corner on the north side of Westway is a 3-storey terrace which is distinctive due to its attractive form and mock Tudor style elevations.

3.18 Given the historic context of a taller building having marked this location, the prominent corner position, the great width of the road and the changed context, officers consider that the site could accommodate a taller building; however, it must also maintain a relationship with the scale and massing of the conservation area and preserve and enhance its character in this highly visible location. With regards to scale and massing on the street, the applicants have consistently been advised of the need to have considerable regard to the hotel application approved on this site in 2011 and not to exceed it. This previously approved scheme had pushed the scale, bulk and height on the street to what officers considered to be the maximum tolerance, whilst creating an eye catching landmark at the junction.

3.19 Previous development iterations put forward by the applicant (both at pre-application and application stages) have been considered too tall and bulky on the street; but following substantial revisions the scale and massing of the proposed building has been substantially reduced, so that its overall height above ground is broadly similar to the 2011 approval. The massing has also been arranged so that the top floors are recessive with several steps down in height along the wings to address the lower neighbouring buildings. The Western Avenue elevation would step down to 5 storeys at the end in order to address the 4 storey Banstead Court blocks and the Old Oak Road frontage would step down to 4 and 3 storeys at the southern end to address the 2 storey houses on Foxglove Road. A comfortable transition of scale would thereby be achieved.

3.20 A taller 'tower' element is proposed as a focal point at the corner and this would be further emphasised by the subordinate height of the wings on either side of it and the vertical subdivision of the wing facades. The latter would be vertically broken where they step down in height so that each façade can be read as a separate element, but within an overall co-ordinated architectural composition. This visual device, combined with different brick types in each façade, would cleverly break down the bulk of the building to give it a finer grained appearance.

3.21 The primarily brown, multi-stock brick façade of the tower, has strongly vertical proportions with a double height storey base defining the entrance lobby with tall glazing set back between brick piers. A horizontal stone band distinguishes the base from the middle of the elevation that contains 5 floors of accommodation. Tall, vertically aligned

windows are deeply recessed between robust brick piers with brickwork bands defining each floor. A polished white concrete frame surrounds each vertical group of windows with a shadow gap around it. This would create a repeating and distinctive feature that would contrast with the brickwork and add more depth, shadow and visual interest to the façade. The design of the top storey has been changed to create a unique and eye catching crown for the top to the building. Separated by a horizontal stone band, the entire crown would be clad with gloss gold metallic panels which would tone with the brickwork but stand out in this locality. Angled dormer windows projecting from the roof would be slightly taller and would articulate this element of the roofline. In combination these design details would enhance the landmark status of the building.

3.22 On the wings, each subdivided element of the facade would be distinguished by the use of a contrasting colour brick. A clear base of deeply recessed windows would line the ground floor with banded brickwork surrounds to add depth and texture that would enhance the ground floor experience for passers-by. Metal planters along both perimeters would soften the edges and create additional visual interest to enhance and engage with the public realm. Above this, the middle of each façade would again have a language of equally spaced brick piers like the tower element. However, the fenestration would be distinctly different. Vertically stacked continuous splayed window bays would project forward containing windows and patterned ventilation grilles. The orientation of windows would vary across the façade. The overhang of the bays would further help to define the base from the middle of the elevations. The upper floors of each façade would have recessed windows rather than projecting bays to create a clear top for each of those façades. Recessed upper floors on the top of the building would not be seen in close proximity. Their metal clad forms would add to the well articulated roofscape seen in more distant views.

3.23 The flank facades of each wing would be highly visible in long views along Old Oak Road and Western Avenue. Revisions to the design that have introduced more visual interest to those facades. A pattern of brick piers and square, metal clad projecting bays and recessed windows has been introduced on the Old Oak wing with piers and recessed windows on the Foxglove Road façade.

3.24 Officers have considered the applicant's heritage statement as part of their assessment. Officers consider that as the proposed building would infill the open aspect of the vacant site it would be a significant change to the character and appearance of the conservation area from its current position. However, it must be remembered that a large cinema building formerly occupied the site. Though the scale and mass of the proposed building would be more than what was previously on site before demolition, the change proposed would actually have, in officers' view, a positive affect, and the development would meet requirements of Policy DM G1 as it would achieve a high standard of design that is richly detailed and sensitively scaled. Thereby the proposal would enhance the character and appearance of the conservation area. The proposal is also considered to be compliant with Policy DM G7. The legibility of Savoy Circus (almost half of which lies in the Old Oak and Wormholt Conservation Area) was undermined when the former cinema was demolished. The scale and mass proposed would provide more definition for Savoy Circus and the detailing, particularly of the corner element would provide a local landmark. The scale and mass would be sensitive to the character of the conservation area whilst responding to the prominent location on the Circus. The palette of materials proposed would be complementary to the predominantly brick built conservation area whilst the architectural treatment would add distinctive and eye catching features with layers, depth and shadow to the facades.

3.25 Officers consider that the proposed development would enhance the character and appearance of the conservation area, is acceptable on design grounds and that the scheme complies with the NPPF, London Plan Policies 7.1, 7.4 and 7.6, BE1 of the Core Strategy and policies DM G1 and DM G7 of the DMLP 2013.

Secure by Design

3.26 Policy DM G1 of the Development Management Local Plan requires developments to provide a safe and secure environment and to adhere to the principles of Secured By Design. The building would be designed to achieve Secured By Design certification. The applicants are meeting with the Metropolitan Police Crime Design Advisor to fine tune their proposals in terms of secured by design.

3.27 The safety and security of the students is of prime concern and it is understood that the developer aims to meet full secured by design requirements. Measures such as installing CCTV in strategic positions and using secure door fobs are two of the measures proposed. If the application were to be approved officers consider that a condition requiring the submission of details that show how Secured By Design requirements are to be achieved would be appropriate (see condition 30).

Quality of Accommodation

3.28 Policy DM A7 includes a criterion which confirms the need for new student accommodation to be of a high standard and the objective to ensure quality living environment has been incorporated in the design of the units. Despite the residential development standards in the Housing SPG specifically not applying to specialist forms of housing including student housing, sheltered housing and homes in multiple occupation, it is still nevertheless vital that students are provided with a high quality of accommodation, not only within their study bedroom/studio, but also in the communal rooms in the building that all students are able to use.

3.29 The applicants state that they have designed the building to provide the standard and quality of accommodation that students now expect, with a range of single study bedrooms and sharing rooms for students with the building so that the size of the study bedrooms are appropriate for student needs, and the building would include common rooms, as well as a gym and laundry within the building. There is no bar proposed within the scheme; and the applicants say that they do not intend to sell alcohol from the premises. In any event, that would be a matter for licensing in the future, if they revised this position and applied for a licence, at which stage Planning would be given an opportunity to comment on their application.

3.30 Each study bedroom would either have its own cooking area or would share with a maximum of one other student, each bedroom would be fully ensuite, each room would have full length floor to ceiling windows which would provide daylight and sunlight to bedrooms. The rooms have been designed so that the study desks are close to the full height windows to allow maximum natural light. The rooms would range in size from 9.7 sqm (with additional separate kitchen/shower/WC) to around 16 sqm (a self-contained unit). There would be no overlooking or shadowing of rooms within the scheme itself, given the 'L' shape of the building.

3.31 With regard to daylight and sunlight to the proposed accommodation, the majority of the rooms would meet the minimum BRE daylighting target values. There are some rooms that would miss the target, however in most cases the margin of transgression is small. The majority of the rooms would also receive the required BRE sunlight targets, there are a limited number of exceptions which would not meet this, located mainly in the 'corner' part of the proposed building. However, the daylighting and sunlighting levels officers have used to assess the accommodation are what are used for permanent housing, where one would expect the requirements to be higher; as there are no minimum standards available for student accommodation. The students also would have access to the common facilities within the building such the recreation room and common room; where lighting would be to a good standard. No objection is raised to the development in terms of quality of accommodation.

ACCESS FOR ALL

3.32 The adopted Supplementary Planning Document (SPD) 'Access for All' is relevant in consideration of the acceptability of the scheme. The London Plan requires 5% of student units to be wheelchair accessible. In accordance with London Plan policy 7.2 the development should provide an inclusive environment which meets the specific needs of older and disabled students and visitors as set out in BS 8300:2009. Under the Equality Act 2010 due regard must be had for the potential of the proposal to affect the various needs of protected groups, such as disabled people.

Wheelchair accessible accommodation

3.33 The scheme would include 9% wheelchair ready or adaptable accommodation to cater for the needs of disabled students in line with the recommendations of the Mayor's Academic Forum on student accommodation. The applicants advises that universities and private providers informed the Mayor's Forum that demand from student wheelchair users was limited and that such 'specialist' accommodation, if provided, was not attractive for occupation by other students. The Housing SPG explicitly excludes student accommodation from the London Housing SPG, so the 10% expectation for conventional housing is not applicable to student accommodation. The managing company has been involved in the design of the building and has specified that wheelchair accommodation needs to be provided to meet the predicted demand/need for this accommodation in the building. Officers agree that an appropriate way to manage this is for the developer to 'fit out' a number of wheelchair flats at the outset, and to allow the other 'adaptable' flats to be fitted out with the necessary fittings, if required in the future, depending on demand. The proposal would provide accessible measures within the building such as lifts, common circulation areas, door widths for example. A condition would be attached to ensure the provision of the wheelchair accessible/adaptable accommodation (Condition 34). The proposal would thereby comply with criterion e of Policy DM A7 of the Development Management Local Plan 2013.

3.34 The Hammersmith & Fulham Disability Forum had no objection to the proposal, subject to the development complying with relevant standards. This is the case for this development.

RESIDENTIAL AMENITY/IMPACT ON NEIGHBOURS

Daylight and Sunlight

3.35 The applicants submitted a daylight and sunlight assessment which was analysed by officers. Since the application was submitted, amended plans have been received which reduce the bulk of the proposed building by reducing the extent of the upper wings and setting upper levels further back. This would help ease the relationship with the nearest residential property, 36 Foxglove Street. An amended daylight and sunlight report has been submitted to reflect the changes to the scheme. The impact of the development on lighting conditions has been assessed for residential windows at 30 to 36 Foxglove Street, 15 Foxglove Street, 164 Old Oak Road, the flats above shops on the western side of Old Oak Road (nos.162-209), the flats to the north of the development site on the other side of the Westway and the flats within Banstead Court to the east.

3.36 The scheme has been assessed against the British Research Establishment's (BRE) guidance. Four windows at 36 Foxglove Street, the French doors below balconies to six flats at Banstead Court and a number of windows at nos. 171-209 Old Oak Road would be affected. It is worth noting, however, that impact on lighting results for situations such as this can be considered to be skewed, given the fact that the site is vacant, so the starting point for assessing loss of light is exceptionally high. Had the cinema remained the results would be vastly different; and much less pronounced. However, having said that, the cinema has been gone for some time so residents would have largely become used to the existing situation.

3.37 At 36 Foxglove Street, the nearest residential property, five windows would experience a noticeable reduction in daylight ('noticeable' being defined by a reduction of 20% of the existing vertical sky component - VSC). Three of the windows are at first floor level, facing north and west; however these windows serve a landing, and a bathroom so are not habitable. At ground floor level, daylighting to a secondary window to the property's kitchen would be reduced by more than 20%. However, a second window to the kitchen would not have a noticeable reduction in daylight. It is considered, therefore, that reduction of light to this property would not cause unacceptable loss of amenity.

3.38 The windows at Banstead Court which show a reduction of daylight of more than 20% are French windows to living rooms, but all of these affected openings are already overshadowed by their own balconies and this skews the results of the daylight test. The study shows that the light to the living rooms of two ground floor flats would be reduced by 24% and 29%, two first floor flats by 24% and 27% and the second floor flats by 20.1% and 23%. However, the actual reduction in the amount of daylight (VSC) would be similar to the adjacent bedroom windows and other windows which are just as close to the proposed development but do not show a high percentage reduction because their starting light levels are higher. In this instance, then, it is not considered that the reduction in daylight to the affected windows would in fact be noticeable because of the overshadowing effect of the balconies. It is considered, therefore, that reduction of light to these properties would not cause unacceptable loss of amenity.

3.39 On the western side of Old Oak Road, there are first floor flats sited above the commercial premises in the parade (these premises are in the borough of Ealing). The assessment shows that 17 east facing windows would sustain losses of between 22.2% and 48% VSC (1 window 48% loss, 4 windows: 47% loss, 3 windows a 45% - 46% loss, 2 windows: 43% loss, 3 windows: 38-40% loss; 1 window: 35% loss; 1 window: 31% loss; 1 window: 26% loss, and 1 window 22% loss). These losses are largely similar to the previously approved hotel scheme.

3.40 As advised in the report on the hotel application, the majority of the affected flats opposite the site are only one room deep and they have their living room, kitchen and bedroom windows to the front. The living rooms, however, cover the whole floor and also have windows to the rear providing a secondary source of light. It is therefore anticipated that no significant loss of light would in fact occur to the primary living spaces. Given the loss of VSC that is anticipated further tests have been carried out by the applicant. Whilst seven of the rooms would fail the further BRE guidelines (1 more than the hotel scheme), these are bedrooms which the BRE guidance deems to be less important than other rooms for daylight. On balance, it is not considered that the impact on the properties at 191-205 Old Oak Road as a whole would be so unreasonable as to justify the refusal of planning permission. Also, the rear windows to these flats are west facing, so the properties would also still have evening sunlight.

3.41 In addition, studies of the overshadowing effect on residential open space to the south and east of the development site has been undertaken. These assessments covered: 1-26 Banstead Court, 30 Foxglove Street, 32 Foxglove Street, 34 Foxglove Street and 36 Foxglove Street. The report demonstrates that all of the gardens and amenity areas tested would meet or exceed the BRE target criteria for sunlight because at least 50% of the areas would receive at least two hours of direct sunlight on 21 March, or the reduction in area receiving sun on that date is less than 20%. It is not therefore considered that any loss of sunlight would be significant.

Outlook

3.42 Housing Policy 8 of the Planning Guidance SPD states that 'the impact of a proposed development on outlook it is dependent upon the proximity and scale of the proposed development, but a general standard can be adopted by reference to a line produced at an angle of 45 degrees from a point 2 metres above the adjoining ground level of the boundaries of the site where it adjoins residential properties. On sites that adjoin residential properties that have rear gardens of less than 9 metres in length this line should be produced at 45 degrees from a point at ground level on the boundary of the site where it adjoins residential properties. If any part of the proposed building extends beyond these lines then on-site judgement will be a determining factor in assessing the effect which the extension will have on the existing amenities of neighbouring properties'.

3.43 The proposed development is not located immediately behind residential properties with gardens. Impact on outlook has therefore been judged by using on-site assessment. Outlook from the terrace to the south-west at 30 - 36 Foxglove Street would not be directly affected as windows to these properties generally face north/south; not towards the development. On the western facing elevation to 36 Foxglove there are non-habitable landing and bathroom windows at first floor level; and a secondary window to a kitchen at ground floor level (which has a further window facing north). The habitable windows in Banstead Court are at a such a distance that

outlook to that property would not be adversely affected. Similarly, outlook from properties on the opposite side of Old Oak Road, would not, given the distance between them and the development, have a demonstrable impact on their outlook.

Privacy

3.44 SPD Housing Policy 8 (ii) 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. The student window windows for the proposed development would comply with this, and as such no objections on loss of privacy are raised. It is accepted that there would be some overlooking of gardens, however the planning policies do not specifically protect against overlooking of gardens since it is acknowledged that private amenity spaces are most often already overlooked by other residents in an urban setting; as is the case here.

Noise and Disturbance

3.45 Development Management Local Plan Policies H9 and H11 relate to environmental nuisance and require all development to ensure that there is no undue detriment to the general amenities enjoyed by existing surrounding occupiers, particularly those of residential properties. SPD Housing Policy 8 (iii) adds that roof terraces or balconies likely to cause harm to the existing amenities of neighbouring properties by reason of noise and disturbance will not be supported.

3.46 In terms of the use of the development and its impact on residential properties, it is noted that the site is currently vacant, and it is acknowledged that there would be increased activity on the site due to the number of students that it is anticipated would live there. However, the entrances into the development, and therefore the comings and goings of students, are proposed to be at the northwest corner of the site, which is a heavily trafficked area and busy junction; and is the furthest removed location from residents. It is considered that the comings and goings of students (which are likely to be at staggered intervals throughout the day and evening) would be most unlikely to result in demonstrably harmful levels of noise and disturbance.

3.47 The applicants propose that the accommodation would be managed by CRM, a professional management company that is a specialist provider in student accommodation. Officers are advised that CRM currently manages some 14,000 study rooms across nearly 60 sites throughout the UK. The applicant advises that they would provide an in house management team and 24 hour staffing, including a manager and maintenance staff. CRM have been directly involved in the design of the building from the outset, and have prepared a draft site specific management plan which has been submitted in support of this planning application.

3.48 The management plans lists the measures that CRM would use to ensure that students respect local residents. Officers are advised that CRM are a board member of the 'Code' which provides a stringent outline of how the scheme should be run offering peace of mind to the local community and the student residents. The applicants says that understanding and managing the interactions between the tenants and the other occupiers within the area is a key focus of CRM's day to day work. They say that CRM take complaints seriously, and the draft management plan lists the protocols and procedures that they would have in place. The development would benefit from a 24/7 management strategy, which would include dedicated management via a CRM team during the core times of Monday to Friday, 9am to 6pm. The on-site team's

management would vary, depending on the needs of service; for example across the move in period, more management would be necessary, and beyond core times. CRM has confirmed that given the room numbers proposed and extent of the scheme, they anticipate the provision of the management team would include the following: Full-time Accommodation Manager, Full-time Assistant Accommodation Manager, Full-time Maintenance Operative.

3.49 Generally, during core hours, the property would be managed by the Accommodation Manager, and their assistant. Outside of these hours, it is intended that 'Community Ambassadors' would be on call, on a rota basis, to ensure that the scheme is manned. The applicant advises that Community Ambassadors are 'mature individuals chosen from the residents who positively contribute to the management of the scheme and the wellbeing of other students'. These measures would hopefully reassure existing residents of the area that an effective management regime is in place and that any problems they have could be resolved quickly. The finalised management plan would be agreed and secured through the legal agreement. Though the refuse store would be located at the southern end of the development, close to the junction with Foxglove Street, it is not considered that this would result in significant noise nuisance for neighbouring properties such that planning permission should be refused.

3.50 It is also noted that the soft landscaped area is situated at basement level to the south of the building, and whilst this is situated adjacent to the boundary with residential properties, the applicants propose that this is for visual amenity only and not accessible to students.

3.51 Officers consider the staggering of arrivals and departures at the beginning and end of the academic year, along with the other management measures identified above, would minimise any localised disruption in terms of vehicular movements, parking conditions and noise/disturbance arising and would not result in any material harmful impact to neighbouring residents.

3.52 Planning conditions would control noise and vibration to and from the premises (Conditions 19-28); and there would be conditions regarding external lighting to prevent undue light spillage to neighbours (conditions 19 and 35). The provision of a Servicing Management Plan including times of deliveries and collections, and vehicle movements would be required under the terms of the legal agreement.

3.53 Informatives have been attached covering permitted hours of working and the need to notify neighbours in advance of construction work, to give residents contact details etc and regular updates. This would also be detailed in the construction management plan.

3.54 For the above mentioned reasons, it is considered that the proposed development would materially harm the residential amenity of surrounding residents by reason of loss of outlook and privacy, loss of daylight and sunlight, and noise nuisance and disturbance.

HIGHWAYS AND CAR PARKING

3.55 Development Management Local Plan Policy DM J1 requires all development to be assessed for their contribution to traffic generation, and congestion and Policy DM J2 requires developments to conform to the approved car parking standards. However,

there are no specific parking requirements for student accommodation and each application is treated on its own merits. The application has been accompanied by a Transport Statement.

3.56 The proposal is for 320 rooms of student accommodation, including gym, laundry and coffee shop. The site has excellent public transport accessibility (PTAL 6A). Transport for London (TfL) is the highway authority for the A40 on the north side of the site plus a small return into Old Oak Road. LBHF is the highway authority for the majority of Old Oak Road and for the whole of Foxglove Street. TfL's red route controls continue along the whole of the site's western frontage on Old Oak Road which prevents waiting and loading on this part of Old Oak Road as well as on the A40. Foxglove Street is one way out onto Old Oak Road. Therefore any vehicles needing to access the southern part of the development site from Old Oak Road would need to access this via Hilary Road and travel the full length of Foxglove Street.

Trip Generation

3.57 The applicant's submission sets out trip generation as follows:

- a. Weekday trip generation has been predicted based on analysis of other sites of student accommodation and 2011 census data.

Modal Split

Mode	% Spit	AM Peak Trips	PM Peak Trips	Daily Trips
Underground	43%	29	30	376
Train	6%	4	4	50
Bus	21%	14	15	184
Bicycle	11%	7	7	92
Walk	15%	10	11	134
Car	0.5%	1	1	4
Car passenger	2%	1	1	17
Motorcycle	2%	1	1	16
Taxi	0.1%	0	0	1
Total	100%	67	70	874

- b. Moving in and moving out at start and end of students' stay.

The information provided by the applicant is as follows:

- (i) Students would be assigned a 20 to 30 minute slot on a Saturday or Sunday over 3 to 4 week-ends. During this period on-street parking bays in Foxglove Street would be usable, as would the accessible bay for non-blue badge holders.
- (ii) The use of the accessible bay plus two on street parking bays would suffice. The applicant has clarified that if the disabled bay is utilised by a student with a blue badge then they would rely solely on on-street parking bays to manage the process of students moving in and out by car.
- (iii) 2015 parking occupancy figures for Foxglove Street show a 74 % occupancy on a Saturday afternoon and 65% on a Sunday afternoon. It has been noted, though, that the

greatest parking occupancy occurs in the east-west section of Foxglove Street nearest the site. This might therefore require the management to direct students arriving by car to vacant spaces in the north-south part of Foxglove Street. The evidence suggests that if the moving in and moving out was a well managed process, this could be achieved without causing parking stress to local residents.

A detailed management plan would need to be secured if planning permission were granted; this would be secured within the legal agreement.

Car parking

3.58 One off-street accessible car space is proposed as part of the development. This would be conditioned for use only by a blue badge holder resident at the site, apart from moving in / moving out periods (see above). No other car parking is proposed. This is considered acceptable providing that the student accommodation is car permit free, i.e. students would not be able to apply for an on street parking permit within LBHF (see legal agreement)..

3.59 The provision of an off-street accessible bay would require amendments to the (historic) cross-over to the site and a reduction of on-street parking by approximately a one car length. This is considered acceptable by officers, as the latest parking occupancy figures indicate an overnight weekday parking occupancy of about 56%.

Cycle parking

3.60 The Further Alterations to the London Plan (FALP dated March 2015) requires one cycle space per two bedrooms for student accommodation. The transport statement notes that 176 cycle spaces would be provided. This would more than meet London Plan standards. These spaces would be sited in the basement, with a lift offering the principal means of access. This level of provision is considered acceptable but usage should be monitored via the travel plan for the site with additional cycle parking provided if necessary. Details of the cycle parking should be conditioned, with the cycle parking being provided for the lifetime of the development (Condition 12).

Servicing

3.61 A draft Delivery and Servicing Plan has been submitted as part of the application. This proposes on-street servicing in Foxglove Street immediately adjacent to the development, i.e. vehicles would need to access this part of Foxglove Street via Old Oak Road / Hilary Road. The applicant states that the development is not expected to generate a large amount of deliveries; they estimate that there would be one of two deliveries per day. It is accepted that the extent of servicing is likely to be low. A fully worked up acceptable Servicing and Deliveries Management Plan would be required by legal agreement.

Travel plan

3.62 A draft travel plan has been provided. A final travel plan should be secured via any planning approval via a Section 106 agreement with formal monitoring at Year 1, Year 3 and Year 5. As indicated above the travel plan should include the agreed procedures for moving in and moving out and the formal monitoring of the plan should provide the mechanism for monitoring and amending any arrangements to address issues arising.

Refuse and Recycling

3.63 Refuse collection is proposed from the southern end of the site in Foxglove Street. The refuse store and collection arrangements are judged to be acceptable.

Construction

3.64 The building would be of a modular construction; modules would be manufactured off-site and assembled on-site. Trip generation by construction vehicles is estimated as follows by the applicants, occurring at different stages of construction:

Piling: 20 concrete lorries per day for 5 weeks; and 2 lorries per week for 5 weeks.

Groundwork's: 35 large tipper lorries per day for 6 weeks plus 3 lorries per week for 6 weeks.

Structural Frame: 10 lorries per day for 16 weeks plus 2 lorries per week for 16 weeks.

Modular construction: 12 lorries per day for 6 weeks and

Cladding: 3 lorries per day for 6 weeks.

3.65 It is proposed that only a limited number of vehicles would access the site during peak periods. Construction vehicles' arrivals and departures would be planned with booking slots and this would be administered via an online booking system. The Draft Construction Logistics Plan (CLP) envisages allowing construction vehicles to turn directly from Old Oak Road against the one way traffic flow and turning left into the site. The exit would be directly back on to Old Oak Road. The CLP further states that 'vehicles would need to reverse into the sitein order to leave in forward gear.' The proposed arrangement would be possible by use of a temporary traffic order, consideration of appropriate signage and use of banksmen to help guide traffic.

3.66 In order to minimise the above arrangement the use of the bus stop lay-by by was proposed in the Draft CLP. Under this option the site access on Foxglove Street would still be utilised, but the bus stop lay-by would be used for delivery of the modular units. Subsequently Transport for London (London Buses) has confirmed that a temporary relocation of the bus stop arrangement to further south in Old Oak Road would be acceptable during the construction period. Subsequent to the submission of the Draft CLP a plan has been submitted by the applicants indicating that it is possible to keep the eastern footway of Old Oak Road open to pedestrians by building a covered pedestrian walkway. It is recommended that a final CLP be agreed between LBHF, TfL and the developers.

Highways Works

3.67 The developer is expected to fund upgrading of the footway in Foxglove Street to Streetsmart standards. In addition, proposed cross-over works and removal of a length of on-street parking bay in Foxglove Street are proposed by the developer and should be secured via the legal agreement.

Amendments to the mouth of Foxglove Street at the junction of Old Oak Road should also be secured. The current design of the junction probably dates back to a time when Foxglove Street was two-way. A narrower junction, complete with a raised carriageway across its mouth and amendments to the planting on the south side of the junction, would afford a safer and more navigable route for pedestrians and would address the additional pedestrian movements that would be generated as a result of the proposed development. It is noted that the applicant has provided a sketch showing possible amendments to this junction. This design solution is not accepted, but the principle of a re-design funded by the applicant is agreed and should be secured via the legal agreement.

3.68 The application is considered to be acceptable on transport grounds. Cycle parking, the disabled parking bay, a management plan (in respect to moving in / moving out of students), a travel plan, a service and delivery plan, a Construction Logistics Plan and funding for highway works should be secured if approval is forthcoming.

REFUSE AND RECYCLING

3.69 London Plan Policy 5.16 outlines the Mayor of London's approach to waste management. Core Strategy Policy CC3, Development Management Local Plan Policy H5 and SPD Sustainability Policies 3, 4, 7, 8, 9 and 10 set out the Council's Waste Management guidance, requiring development to incorporate suitable facilities for the storage and collection of segregated waste.

3.70 The proposal would provide an internal refuse and recycling store, adjacent to the rear of the site. The application states that refuse would be taken to the refuse store area by the individual students and placed in communal bins of the required sizes. The student management company would enforce the refuse collection operation with the students. The size and location of the store are considered to be acceptable. Officers are satisfied that this element of the development would comply with the council's policies and requirements.

CONTAMINATION

3.71 Potentially contaminative land uses (past or present) are understood to occur at, or near to, this site. However, officers have no objection to the proposal subject to conditions to ensure that no unacceptable risks are caused to humans, controlled waters or the wider environment during and following the development works, in accordance with Borough Wide Strategic Policy CC4 of the Core Strategy and policies DM H7 and H11 of the Development Management Local Plan.

3.72 The applicant has submitted a Preliminary Risk Assessment for the site/development. This report was considered to be acceptable. As such with the appropriate conditions in place, the development is considered acceptable with regard to land contamination (Conditions 4 - 8).

ENERGY EFFICIENCY, RENEWABLE ENERGY and SUSTAINABILITY

3.73 In support of their development, the applicants have submitted a Sustainability Statement and Energy Assessment. Furthermore, a BREEAM New Construction Assessment has been carried out of the proposed new development. This provides an environmental performance standard against which new, non-domestic buildings in the

UK can be assessed and achieve a BREEAM New Construction rating. The Assessment shows that the development can achieve the 'Very Good' rating by integrating a range of sustainability measures e.g. measures that would reduce energy and water use, minimise waste and promote recycling, use sustainable construction materials, improve the open space and ecology and minimise pollution impacts.

3.74 The measures outlined in the BREEAM Assessment are considered to be satisfactory to meet the requirements of both the Development Management Local Plan 2013 and The London Plan 2015, in terms of sustainable design and construction. A condition covering the integration of the measures as outlined and requiring the submission of a Post-Construction Assessment to confirm that this has been carried out is recommended (Conditions 37 and 38).

3.75 In terms of energy use and CO₂ reduction, the applicant's assessment shows that the planned energy efficiency and low/zero carbon measures are calculated to reduce emissions by 35.1% compared to the minimum requirements of the Building Regulations 2013 (NB: this represents a 40% improvement over the 2010 Building Regulations and as such complies with the GLA's approach). If built to meet the Building Regulations, the annual CO₂ emissions for the site are calculated to be 390 tonnes for regulated energy use. Energy efficiency measures such as improved insulation, use of energy efficient lighting and other plant and equipment would reduce emissions by 51 tonnes a year. A communal combined heat and Power (CHP) unit is planned to provide heating and generate electricity. This is calculated to further reduce emissions by 68 tonnes. On-site renewable energy generation is also planned in the form of roof solar PV panels, which would reduce CO₂ emissions by another 18 tonnes a year. Overall, the planned carbon reduction measures are acceptable and would meet the required London Plan target.

AIR QUALITY

3.76 Due to the proximity of the site to busy roads such as Old Oak Road and the Westway, an Air Quality Assessment has been submitted with the application. This assesses the potential exposure to poor air quality for future residents in the new units to be built on the site and existing residential receptors. The whole of the borough is an air Quality Management Area for two pollutants: nitrogen dioxide (NO₂) and small particles (PM₁₀). The assessment therefore concentrates on assessing levels of these pollutants, both for current conditions, and also for a future scenario 2016 (anticipated completion year), with a number of potential receptor points around the site being checked for NO₂ and PM₁₀ concentrations.

3.77 The assessment predicts that the Government's PM₁₀ objectives are likely to be met at the site in 2016. This is in line with expectations for PM₁₀ in the borough. For NO₂, the assessment predicts that exceedances of the annual mean target are expected at some of the receptor points. The assessment has demonstrated that the scheme would not cause any exceedances of the air quality objectives at existing properties, but exceedances of the annual mean nitrogen dioxide objective would occur within the proposed development on the ground to fifth-floors. Given that concentrations at the lower floors of the proposed development would be above 60 µg/m³, there might also be exceedances of the 1-hour mean nitrogen dioxide objective which would also need to be mitigated. NO₂ levels reduce significantly with increasing height, so from 6th floor slab level and above, the objective is expected to be met. NO₂ levels at

roof height would be expected to be below the annual mean target. As a result the AQ assessment recommends that additional measures would mitigate the issues.

3.78 The predicted concentrations of nitrogen dioxide show that mitigation is required for all residential units on the ground to fifth floor of the proposed development. It is recommended that student rooms at the ground to fifth-floor of the proposed development would be provided with mechanical ventilation. This could be secured through condition (Condition 18). The ventilation system should draw air from an inlet located away from the road traffic source. The roofs or rear sides of the sixth-floor or higher are considered suitable locations, as concentrations would be below the nitrogen dioxide 1-hour mean and annual mean objective levels. Officers consider that this approach is acceptable and in line with the requirements of London Plan policy 7.14 on air quality.

Energy Plant and Boilers Impact

3.79 Details have been provided in the Air Quality(AQ) Assessment to specify the plant used to assess the boiler and CHP impacts. As recommended in the assessment, if the installed plant does not conform to these parameters, additional assessment and/or mitigation would be required. The AQ assessment has recommended that the CHP energy plant flue conform with the specifications to minimise air quality impacts set out in the GLA's Sustainable Design and Construction SPG (GLA, 2014a). The assessment has recommended that the proposed development install ultra low emission boilers <40 mg NO_x/kWh at 0% O₂ to comply with the GLA's Sustainable Design and Construction SPG and abatement (catalytic reduction) of NO_x emissions applied to the CHP to achieve an emission rate of <95 mg NO_x/Nm³. These matters are covered by conditions 14-16.

3.80 The proposed development would comply with the SPG standard. Ultra-low NO_x boilers (<40 mg NO_x/kWh at 0% O₂) would be installed, and abatement (catalytic reduction) of NO_x emissions would be applied to the CHP to achieve an emission rate of <95 mg NO_x/Nm³. The transport related emissions associated with the proposed development are below the relevant air quality neutral benchmark. The building related emissions may, however, be above the relevant benchmark. The proposed development therefore might struggle to comply with the requirement that all new developments in London should be at least air quality neutral. Suitable mitigation measures to reduce building emissions would therefore need to be agreed which could be achieved through a Low Emission Strategy condition (see condition 16) to ensure air quality neutral below bench mark levels is reached. Preference should be given to on-site emissions reductions rather than off-site. However where this would not be possible, as recommended in the AQ assessment; the developer should investigate options for providing NO_x and PM abatement measures offsite in the vicinity of the development which would involve working with the council, or nearby property owners, to identify suitable mitigation measures.

FLOOD RISK AND SUSTAINABLE URBAN DRAINAGE

3.81 An assessment of potential Sustainable Drainage Systems (SuDS) has been included as part of the Flood Risk Assessment (FRA) and as part of a separate SuDS Strategy submission. The Mayor of London's Drainage Hierarchy has been followed in assessing and proposing SuDS for the site that can manage surface water run-off and reduce the flows being directed into the combined sewer network.

3.82 Following discussions with officers, it has been agreed that the new development would integrate a rainwater harvesting system to collect rainwater for re-use on-site, for example, for toilet flushing purposes. Additional rainwater collection is also planned using water butts in the courtyard area for irrigation uses. Permeable paving is also planned for the courtyard area which would also include planted rain garden areas which would provide areas where some rainfall would be able to infiltrate subsoil's directly. An underground attenuation tank would also be installed to provide a large storage area where rainwater can be directed from the developed site for controlled release into the combined sewer. The proposed storage volumes to be provided and the proposed flow rates for surface water off-site are acceptable.

3.83 Overall, the proposed SuDS strategy is sufficient to comply with London Plan and Local Plan requirements, subject to the submission of further details of the measures to be installed and the maintenance details that are required to ensure they operate as required for the life time of the development. These further details would be secured via condition (Condition 33).

3.84 As well requiring SuDS measures, Local Plan Policy DM H3 also requires the installation of water efficiency measures such as water efficient fixtures and appliances. This is an issue covered by the BREEAM Assessment submitted to show compliance with the sustainable design and construction requirements. A condition requiring the implementation of measures to achieve the proposed 'Very Good' BREEAM rating would ensure that water efficiency measures would be implemented.

3.85 With regards to flood risk matters it is considered that the development complies with Policy DM H3 of the DMLP 2013 and Policy 5.13 of The London Plan.

COMMUNITY INFRASTRUCTURE LEVY

3.86 Mayoral CIL came into effect in April 2012 and is a material consideration to which regard must be had when determining this planning application. This development would be subject to a London-wide community infrastructure levy. This would contribute towards the funding of Crossrail, and further details are available via the GLA website at www.london.gov.uk. The GLA expect the council, as the collecting authority, to secure the levy in accordance with Policy 8.3 of The London Plan (2015). It is expected that this development would require a payment of £450,000.

3.87 LBHF's CIL requirements started in September 2015. This is a charge the Council levies on the net increase in gross internal area floorspace arising from development in order to help fund infrastructure that is needed to support development in the area. It is estimated that this development would require a contribution of around £745,000.

PLANNING OBLIGATIONS - TO BE COMPLETED

3.88 In dealing with planning applications, local planning authorities consider each on its merits and reach a decision based on whether the application accords with the relevant development plan, unless material considerations indicate otherwise. Where applications do not meet these requirements, they may be refused. However, in some instances, it may be possible to make acceptable development proposals which might otherwise be unacceptable, through the use of planning conditions or, where this is not possible, through planning obligations. London Plan policy 8.2 recognises the role of

planning obligations in mitigating the effects of development and provides guidance on the priorities for obligations in the context of overall scheme viability.

- Highways works, via contribution towards `frontage works`, including cross-over work and amendments to parking proposed by the developer and a reconfiguration of the Foxglove Street junction with Old Oak (estimate of costs not available at present).
- Ensuring that the accommodation shall be for use of students only, studying a course full-time in a higher educational institution in London
- Restriction on students being able to sub-let the units
- Submission of travel plan
- Submission of a Construction Management Plan, Construction Logistics Plan and a Servicing and Deliveries Management Plan
- The student accommodation scheme to be managed in accordance with an agreed Management and Maintenance Plan
- With the exception of disabled students, and students who have impaired mobility whom may apply for Blue Badges, no occupiers of the Student Accommodation units are eligible to obtaining residents' parking permits to park on-street in the controlled parking zone;

4.0 CONCLUSION and RECOMMENDATION

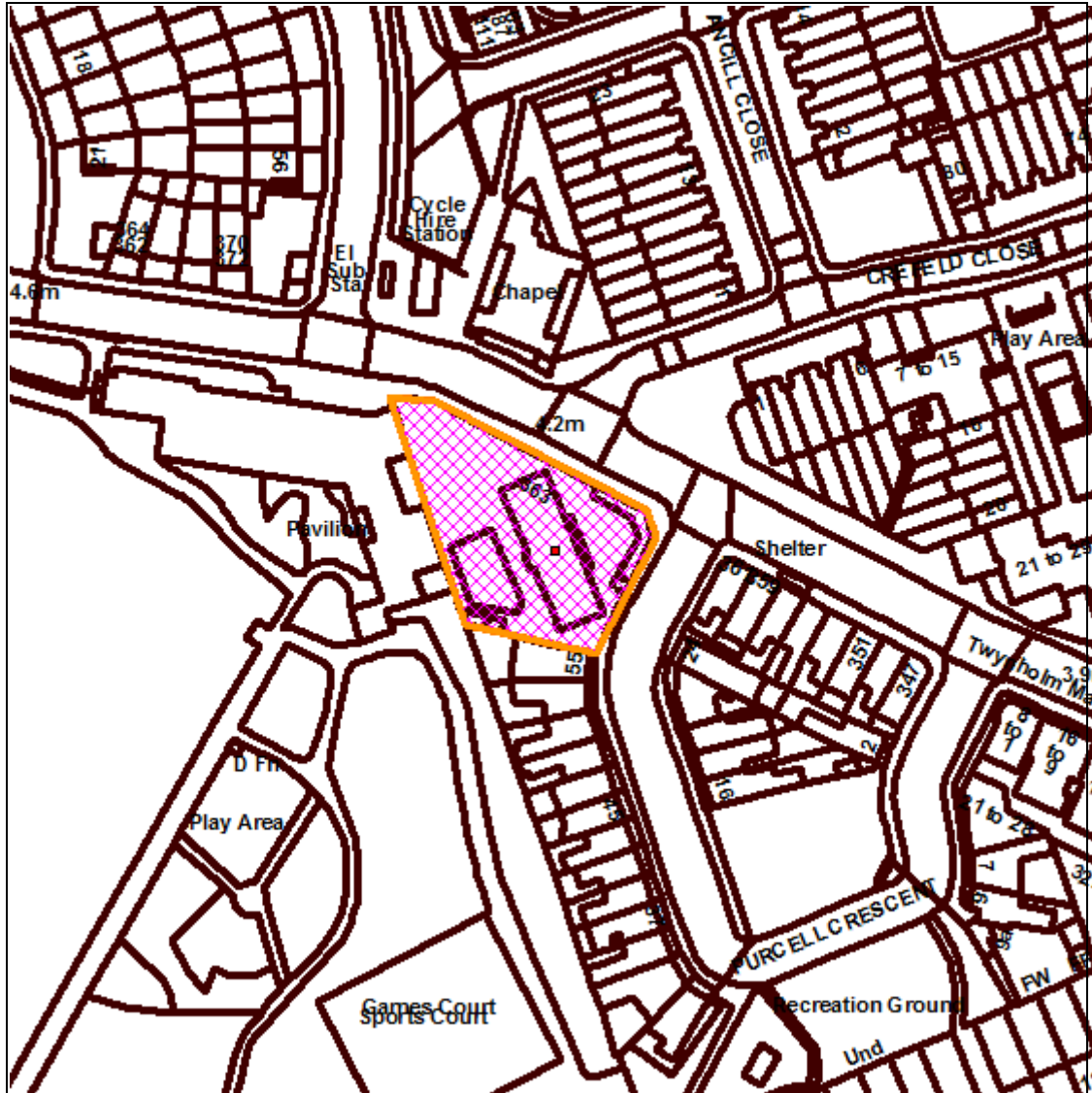
4.1 Taking the above matters into account officers consider that the proposed redevelopment of the site for student housing would be acceptable in land use terms and would provide a satisfactory standard of accommodation for its future occupiers, without prejudice to the amenities of existing surrounding occupiers. The scheme is considered to be of acceptable design which would not harm the setting of the existing building and its surroundings. The character and appearance of the conservation area would be enhanced. The scheme is considered to be in accordance with relevant national guidance (NPPF), London Plan policies and DMLP policies relating to matters such as inclusive access, transport, environmental impacts and sustainability.

4.2 Therefore, subject to planning conditions and a legal agreement as set out in this report, it is recommended that planning permission be granted

Ward: Fulham Reach

Site Address:

Mackenzie Trench House Lillie Road London SW6 7PD



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For identification purposes only - do not scale.

Reg. No:
2015/04554/DET

Case Officer:
Roy Asagba-Power

Date Valid:
10.09.2015

Conservation Area:

Committee Date:
10.02.2016

Applicant:

Cherwell (Lillie Road) Ltd
1 Cherwell Mews London SW11 1AF

Description:

Submission of details of the Demolition Management Plan and Construction Management Plan pursuant to Condition 3; submission of details of a Demolition Logistics Plan and Construction Logistics Plan pursuant to Condition 4 of Planning Permission 2014/03969/FUL granted 21st August 2015.

Drg Nos: Demolition and Construction Management Plan Jan 2016
Demolition and Construction Logistics Plan Dec 2015

Application Type:

Details to Meet Conditions Full/Outline

Officer Recommendation:

That the application be approved

**LOCAL GOVERNMENT ACT 2000
LIST OF BACKGROUND PAPERS**

All Background Papers held by Andrew Marshall (Ext: 3340):

Application form received: 9th September 2015

Drawing Nos: see above

Policy documents: National Planning Policy Framework 2012
The London Plan 2011 and Revised Early Minor Alterations to The London Plan, 2013
Core Strategy 2011
The Development Management Local Plan 2013
Planning Guidance Supplementary Planning Document July 2013

Consultation Comments:

Comments from:

Dated:

Neighbour Comments:

Letters from:

Dated:

1.0 BACKGROUND

Site and context

1.1 The application site (0.11 hectares) is currently occupied by a four storey 1950s building surrounded by parking and hard landscaping situated on the south side Lillie

Road at its junction with Purcell Crescent. The lawful use of the site is as 8 self-contained residential units for the Metropolitan Police.

1.2 The surrounding area has a mixed character: to the north is a former chapel, to the west is Lillie Road Recreation Ground, to the south are 2 storey residential terraced properties in Purcell Crescent, to the east is a 3 storey terrace fronting Lillie Road with shops at ground floor and flats above.

1.3 The site is not located within a conservation area. The site is within the Environment Agency's Flood Risk Zones 2 and 3. The public transport accessibility (PTAL) level of the site is 4, which indicates an area with predominantly dense development, a mix of different uses, medium building footprints and typically buildings of two to four storeys, located within 800 metres walking distance of a District Centre or, along main aerial routes.

Relevant Planning History

1.4 In 2013, an application (2013/04354/FUL) was submitted for a similar proposal involving a 4/6 storey block of 30 flats. Officers considered the proposals to be unacceptable due to it's an overdevelopment of the site due to its design, height and massing and lack of affordable housing provision (0%). The application was withdrawn by the applicants in February 2014.

1.5 In March 2014, the applicants submitted a formal pre-application involving the demolition of the existing building (Class C3) and erection of part 4/6 storey block of flats (Class C3) comprising 5 No 1 bed, 20 No 2 bed and 5 No 3 bed, construction of basement for 14 cars with vehicular access from Purcell Crescent and associated landscaping. Officers advised that while the proposals were acceptable in principle officers have strong reservations about the design and height of the building, the lack of a financial appraisal and affordable housing provision.

1.6 In August 2015, planning permission was granted for the demolition of the existing buildings (Class C3) and erection of a part 4/5 storey block of 30 flats (Class C3) comprising of 10 x 1 bed, 15 x 2 bed and 5 x 3 bed units, excavation to provide basement car park for 15 cars with vehicular access from Purcell Crescent and associated landscaping. When this item was considered at Planning Committee in April 2015, the Committee formally agreed that the subsequent details applications relating to Conditions 3 (Demolition Management Plan and Construction Management Plan) and 4 (Demolition Logistics Plan and Construction Logistics Plan) be considered at Planning Committee.

1.7 The current proposals relate to submission of details of the Demolition Management Plan and Construction Management Plan pursuant to Condition 3 and details of a Demolition Logistics Plan and Construction Logistics Plan pursuant to Condition 4 of the Planning Permission 2014/03969/FUL granted 28st August 2015 following the completion of a section 106 legal agreement.

2.0 CONSULTATION

2.1 There is no statutory requirement to carry out public consultation on details applications that seek to discharge conditions on a previously approved full planning application.

2.2 The Council's Highways and Environmental Protection officers have considered the proposals and raise no objections to the submissions.

3.0 PLANNING CONSIDERATIONS

3.1 The main concerns are the submitted details would result in an acceptable impact in terms of highways and residential amenity. The submitted details for Conditions 3 and 4 need to be considered against the relevant policies and standards contained in the Council's adopted Core Strategy (2012) Development Management Local Plan (2013) and the Planning Guidance Supplementary Planning Document (2013).

Transport Policy

3.2 Policy T1 of the Core Strategy seeks to enhance accessibility within the borough and reduce congestion.

3.3 Policy DM J1 of the Development Management Local Plan requires that all development proposals are to be assessed for their contribution to traffic generation and their impact on congestion. Construction Logistics Plans and Delivery and Servicing Plans should be secured in line with TFLs London Freight Plan.

3.4 Supplementary Planning Document (SPD) Amenity Policy 26, requires the submission of Demolition Method Statement and Construction Management Plans for substantial developments and where development sites are close to other premises.

3.5 SPD Transport Policies 23 to 28 provide guidance on reducing the impact of new development on the highway by controlling movement around development, works on the public highway, any permanent stopping up or diversions, temporary closures, and vertical clearances.

Residential Amenity

3.6 Policy CC4 of the Core Strategy advises that the Council would seek to minimise the impact of noise, by managing the development and distribution of noise sensitive development in the borough. Policy DM G1 of the DMLP sets out that new development should respect the principles of good neighbourliness. Policy DM H9, H10 and H11 of the DMLP requires developments to ensure that there is no undue detriment (eg noise and light pollution) to the general amenities at present enjoyed by the existing surrounding occupiers of their properties.

3.7 SPD Amenity policy 24 also sets out that need to protect residential and other noise sensitive amenity. SPD Amenity Policy 25 states that outdoor uses will need to be assessed in regard to the frequency and times of use, and the noise level likely to be emitted from activities.

Condition 3 (Demolition and Construction Management Plan)

3.8 Condition 3 requires the following:

Prior to commencement of the development hereby approved, Demolition Management Plan and Construction Management Plan shall be submitted to and approved in writing by the Council. Details shall include length of time for the obstruction of the footway and

control measures for pedestrian safety, including match days, 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 to 1800hrs Mondays to Fridays and 0800 to 1300 hrs on Saturdays, 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 and details of temporary site fencing/means of enclosure to be erected prior to any demolition works take place. Approved details shall be implemented throughout the project period.

3.9 Following negotiations with officers the applicants submitted a revised Demolition and Construction Management Plan on 20 Jan 2016. The Plan sets out the scope of works, site hours, site enclosure, vehicular movement, logistics, noise, air quality, waste management, dust, noise, vibration, controlled entry to and from the site, staff training, control measures to reduce mud and dirt off the public highway, and liaisons with the neighbouring properties. The matters are set out in the paragraphs below.

Site management and hours of use

3.10 The site will be managed and site management are contactable 24 hours per day. The site working hours will be limited to:

Monday to Friday	0800 hours to 1800 hours.
Saturday	0800 hours to 1300 hours.
Sunday and Bank Hols	Site Closed

Vehicular movement

3.11 A comprehensive review of access to ensure that site material can be delivered and be dropped off without damaging the existing infrastructure has been undertaken. If in the unlikely case that damage occurs to the roadway, reinstatement works will take place in accordance with relevant Highway Codes and with the approval of the local highway authority the London Borough of Hammersmith and Fulham.

Waste Management

3.12 The applicants Cherwell Group Construction have a dedicated Waste Management Contractor Team who will be tasked with the removal of all waste from site and will implement a re-cycling regime for materials and packaging. The waste management contractor will compile a report quantifying the materials recovered. It is planned that site waste will be reduced through segregation and recycling of timber, plastics, metal, plasterboard, pallets and cable drums. Due to site restrictions all materials will be placed in skips on site and sorted will take place at the contractors recycling facility. All contractors working on site will be supplied with refuse bins by the waste management team and will consolidate the waste and remove it from site. The consolidated waste will be collected from the site by a licensed waste carrier. Records will be gathered about the waste generated on site.

Logistics

3.13 All vehicle movements will be controlled by the team who shall coordinate all construction traffic to and from site. Vehicles will be booked on a weekly basis and

controlled by the applicants logistics manager and there will be rigid control of vehicle entering and leaving the compound to prevent congestion on the approach and exit roads.

Sediment Run off

3.14 All contractors will be required to ensure that the least amount of debris is carried out onto the external carriageway. On site wheel wash equipment will be installed by the entrances to the site and traffic marshals shall direct all vehicles exiting site onto the machines for a wash down before they leave the site compound. This will minimize debris taken onto the road. Also where required a site operative with a jet wash will clean off any remaining loose soil or materials. The applicants shall have a road sweeper on a regular service throughout the works period to ensure that the exit and approach roads into and surrounding the site are maintained in a clean state at all times including the full length of the boundaries along Purcell Crescent and Lillie Road.

Hoarding

3.15 All construction will be carried out on site and there are no works required outside the site boundary. The site will be fully enclosed with 2.4m ply hoarding at the back edge of the footway. The hoarding will be faced with aluminium panels which will be cleaned down on a daily basis. The hoarding will be lit at all times. The proposals will involve the suspending the footpath and parking bays on Purcell Crescent directly outside of the site. Footpath closure signs will be displayed with directional signage advising pedestrians to use the footpath on the other side of the road.

3.16 Purcell Crescent will be the primary access route for rigid lorries and concrete lorries. A secondary delivery route will be a loading provision on Lillie Road (restricted between the hours of 1000 and 1500), this will primarily be for artic lorries.

3.17 The footpath on the Lillie Road site boundary will also have a 2.4m ply hoarding erected on the back edge of the footpath and a scaffold gantry to ensure a safe walkway when vehicles are being unloaded.

Site Access

3.18 The site is accessible via the entrance gates in Purcell Crescent. The entrance will have double gates and be staffed by a traffic marshal at all times. The marshal shall process and log the workers entering the site as well as any other visitors who turn up at the main gate. A separate pedestrian access point will be provided at Purcell Crescent and this will lead directly to the site compound. An additional pedestrian gate will be located by the pedestrian cross over on 363 Lillie Road.

Noise

3.19 The applicants will adhere to the key legislation on noise and vibration as detailed in the Control of Pollution Act 1974, Environmental Protection Act 1990 and BS 5228:2014 Code of Practice on Construction and Open Site.

3.20 Site operations will be controlled so that all plant and machinery noise emissions (including Ventilation, heating and cooling) shall be designed, installed and operated at noise levels that do not cause noise nuisance to the nearest adjoining residential

properties. The applicants shall ensure that disruptive sound levels will be kept to a minimum.

3.21 A variety of measures will be used to reduce noise transmitted from site, these will include:

- Coordinated delivery times and efficient traffic management to prevent queues and traffic accessing the site.
- all plant has sound reduction measures (mufflers, baffles or silencers).
- Construction techniques that minimise noise
- Strict adherence to site working hours.
- Using acoustic hoarding where necessary.
- Carry out daily noise surveys at site perimeter, record findings and implement action plan where noise levels exceed acceptable levels.
- Positioning plant away from properties
- Minimise use of machine times
- Cutting operations will be kept off site as much as possible by prefabrication
- Ground vibrations are contained within statutory limits.

Air Quality and Dust

3.22 Reduction in dust pollution and other airborne debris will be achieved by:

- procedures to minimise dust generation and control plant and vehicle exhaust emissions
- regular air quality sampling to ensure no adverse impact on existing air quality
- all materials transported to and from site are in enclosed containers or fully sheeted
- stock piles of topsoil etc. are kept below hoarding heights and kept damp in dry windy conditions
- During dry periods the works are damped down to control dust generation
- materials have a minimum of packaging
- polystyrene and similar lightweight materials are weighted down
- dust generating materials are adequately packaged
- vehicles leaving the site have been wheel washed and loads
- regular road cleaning using road sweepers or brushes
- loading drop heights of spoil into lorries kept as low as possible
- responsive procedure to deal with complaints from third parties quickly via a dedicated advertised contact telephone number
- liaise with the local neighbours regarding any other sensitive environmental issues that need to be addressed.

Community Liaison

3.23 The applicants aim to set up community awareness through:

- Consultation with neighbours
- Senior Project manager to be single point of contact on site
- Distribution of regular information to the neighbours on planned operations
- Community meetings proposed

Other

3.24 There are a range of other indicatives intended to help reduce the impact on adjoining residential occupiers and these include:

Sheeting or debris netting

Just in time deliveries to reduce the volume of on-site storage.

Each project worker will receive a specific project induction including a review of project risks and an individual's competency. Site access passes will be only distributed following completion of site induction from the construction site management team.

Health and safety

3.25 The Councils Highways and Environmental Protection Officers have considered the submitted Demolition and Construction Management Plan and have raised no objections to the proposals. Officers are satisfied that these details would ensure that the amenity of occupiers of surrounding premises is not adversely affected by noise, vibration, dust, lighting or other emissions from the building site, in accordance with Policies DM H9, H10 and H11 of the Development Management Local Plan 2013.

Condition 4 (Demolition and Construction Logistics Plan)

3.26 Condition 4 requires the following:

Prior to commencement of the development hereby approved, a Demolition Logistics Plan and Construction Logistics Plan shall be submitted to and approved in writing by the Council. The details shall include the numbers, size and routes of demolition and construction vehicles, provisions within the site to ensure that all vehicles associated with the construction works are properly washed and cleaned to prevent the passage of mud and dirt onto the highway, and other matters relating to traffic management to be agreed. Approved details shall be implemented throughout the project period.

3.27 Following negotiations with officers the applicants submitted a revised Demolition and Construction Logistics Plan dated December 2015. The document sets out the following: the existing transport conditions in the vicinity, outlines a programme for the phasing of development, provides details of the anticipated construction traffic associated with the demolition and construction of the development, sets out the measures that will be used to mitigate the anticipated impacts of the construction traffic, and then presents our conclusions.

Existing Conditions

3.28 The site benefits from good public transport opportunities. There are thus plentiful opportunities for construction personnel to travel to and from the site by non car modes.

3.29 The application site is located at the junction of Lillie Road and Purcell Crescent. That part of Lillie Road adjacent to the site prevents Monday to Saturday between the hours of 08:00 and 10:00 and 16:00 and 18:30. It is permitted outside these times.

3.30 Purcell Crescent is located within Controlled Parking Zone H. Zone H operates Monday to Friday between 09:00 and 17:00. Pay and display parking is available within the zone. It is proposed that some of the residential parking bays on the western side of

Purcell Crescent alongside the site shall be suspended to allow deliveries to be made outside of the site given there is no opportunity for a vehicle of the anticipated size to safely and directly enter and exit the site during the main construction phase. Deliveries will only take place between 1000 and 1500 hours. Sufficient security hoardings will be placed along the frontage of the premises. Access gates will have improved hoarding and will open into the site. These access gates will also be securely locked at the end of the working day. The 24-hour contact for the development site manager.

3.31 There is a very good provision for pedestrian journeys in the vicinity of the site. Footways are typically wide and provided on both sides of the carriageway. These are illuminated by adjacent street lighting columns. There is a zebra crossing on Lillie Road at the northwest corner of the site. The side roads within the vicinity of the site provide drop kerbs to aid crossing movements.

3.32 Advisory cycle lanes are located on both sides of Lillie Road and many of the roads in the vicinity of the site are identified by Transport for London (TfL) as safe routes for cycling. LBHF mapping illustrates that Lillie Road is one of the principal east west Recommended Cycling Routes in the Borough. Based on the above it can be considered an appropriate environment for local cycle journeys exists in the vicinity of the site. A 31 stand Santander Cycles docking station is located immediately north of the site, at the junction of Lillie Road and Everington Street. This ensures local access to the scheme which provides a docking station every 300 to 400 metres across central, eastern, and western London.

3.33 The closest bus stops to the site are located on Lillie Road, approximately 40m to the east of the site for westbound services and approximately 150m to the west for eastbound services. These bus stops all fall well within TfL's recommended 640m walking distance to a bus stop. There is a high frequency of buses services available from the local bus stops, which provide connections with numerous destinations including much of the residential area of the Borough, the national rail network at West Brompton and Clapham Junction, and London Underground Services on the Circle, District, Hammersmith and City and Piccadilly Lines from Hammersmith.

3.34 The closest London Underground station to the site is Barons Court (serving the District & Piccadilly Lines) approximately 1.4km north of the site. Services from this station provides fast and frequent connections to destinations on the London Underground network and also provide interchange with London and national rail services.

3.35 The accessibility of the site to public transport services can be measured using TfL's Public Transport Accessibility Level (PTAL) calculation via the WebCAT online tool. The site has been assessed to have a PTAL of 4, while the surrounding area has a PTAL of 3. The minimal walk distances from the site to local bus stops results in this site attaining a PTAL of 4, demonstrating the site has good provision to transport services within an acceptable walking distance of the site, ie the site is in a sustainable location.

Anticipated Phasing of Development

3.36 The total construction period is 80 weeks, which is based on the following anticipated programme of works:

Phase One - Demolition (weeks 0 - 10) Start Feb 2016
Phase Two - Groundwork's (weeks 11 - 30),
Phase Three - Tower Crane Erection (1 Day 31st July 2016),
Phase Four - Concrete Frame (weeks 31 - 44),
Phase Five - Remaining Superstructure & Fit Out (weeks 45 - 80, August 2017),

3.37 The Construction Management Plan (Condition 3) for the project which seeks to limit the effect of construction traffic movements on local residents amenity, with particular regard to suppression of noise, dust and vibration.

Traffic Movements

3.38 During the demolition and construction period, traffic movements will be associated with the following sources:

- The delivery of demolition materials, involving scaffolding and the removal of waste materials,
- The delivery of construction materials and/or removal of waste materials, and
- The construction workforce.

3.39 The routes that delivery vehicles will use are also detailed as well as a discussion as to the proposed suspension of highway to facilitate the construction process safely. Deliveries will only take place between 1000 and 1500 hours and construction vehicles shall only use the strategic highway network and/or Transport for London road network to reach the site.

3.40 It is proposed to suspend the residential parking bays for the full construction programme, including demolition and fit out, on the north west side of Purcell Crescent adjacent to the site. The bay is considered relatable to the property, with suspension at an approximate length of 12.5m. This bay is to be amended per the permitted scheme, being shorted from 12.7m to 10.9m. This will not change the capacity of the bay. The amendment will be completed when construction has ended and the suspension is lifted. The suspension of parking bays to accommodate construction vehicles is required to not disrupt the flow of traffic on Purcell Crescent. Given Purcell Crescent also operates as a cul de sac, two way flow of vehicles will be very limited and flows will typically be less than other residential streets.

3.41 Fully trained traffic marshals and banksmen will support the reversing of vehicles from Lillie Road into Purcell Crescent. These will be supported by STOP WORKS hand held signs to be positioned on the north side of Lillie Road between the junction with Crefeld Close and Purcell Crescent to halt eastbound traffic, and on the south side of Lillie Road to the east of the bus stop east of Purcell Crescent to prevent buses stopping, and therefore passengers alighting, during the vehicle reversing manoeuvre.

3.42 In addition, larger vehicles coming to site are to not enter Purcell Crescent, instead being located on an indicative loading area located on Lillie Road. Clarification of the Traffic Regulation Order (TRO) which applies to this road has indicated loading/unloading is permitted between 10:00 and 16:00. Satisfactory swept paths and internal site arrangements including the tower crane and wheel washing facility have been submitted. Loading and unloading on Lillie Road will be restricted to between 1000 and 1500 hours to avoid school periods, despite the TRO allowing loading periods

beyond this period. The traffic management arrangements will be in place for the full period of demolition and construction.

3.43 For vehicles using Lillie Road, dwell time will be maintained to a minimum, always less than one hour, and generally approximately 20 minutes in duration. The frequency of articulated vehicles, discussed in more detail below, will see approximately one articulated vehicle per day to site. As such, the use of traffic control on Lillie Road will be limited and any impact on the free flow of traffic is negated. The impact this temporary control has on traffic will be monitored and more formal procedures, such as temporary signal control, will be implemented if necessary. LBHF will be consulted prior to any implementation if any management beyond stop go control is considered necessary.

3.44 The clients construction team have advised a tower crane will be used for construction. As such, special circumstances will exist for the erection and dismantling of the crane in terms of highway management, safety and control. Purcell Crescent will be required to close for a single day as a mobile crane will be located here to construct the tower crane. This process will only occur twice throughout the whole construction phase.

3.45 The clients construction advisor has estimated the likely number of movements to be associated with the development ranges depending on the phase of development between 9 and 25 per day.

Measures to mitigate traffic impact

3.46 The Logistics Plans aim to reduce the effects on congestion on the local Highway Network. HGV movements to and from the site will only occur between 1000 and 1500 hours, and wherever practicable, allocated delivery times will be secured, taking note of journey times to the site. Large vehicles not able to use Purcell Crescent will be restricted by the permitted loading times on Lillie Road. This will minimise any impact these vehicles may have on peak hour congestion on the local highway network as well as improving site safety both within the site and the surrounding local area.

3.47 Construction materials will be sourced from local suppliers, where practically possible, in order to reduce the length of vehicle trips to the site. The contractor will use accredited companies who exhibit meeting industry standards for construction logistics through further detailed route and delivery planning.

3.48 Prior to construction commencing, the appointed Contractor will advise its personnel as to how to travel to the site by non car modes and share details of public transport maps and timetables with personnel at initial site briefings and tool box talks. Where vehicular travel is absolutely necessary, personnel will be encouraged to car share with colleagues. The majority of construction personnel will arrive and depart before the traditional network peak hours. The low volume of traffic associated with the construction workforce is not expected to have a noticeable impact on either the operation of the highway network or on neighbouring residents amenity. Traffic associated with the construction workforce will however be monitored by the Site Manager and should evidence arise of any negative effects, the Site Manager will liaise with LBHF to agree any necessary mitigation measures.

4.0 CONCLUSION

4.1 Based on the information provided, officers are satisfied that the submitted details would accords with relevant LDF policies, and that appropriate steps will be taken to limit the impact of the proposed demolition and construction works in relation to the amenities of local residents and the area.

4.2 The Councils Highways and Environmental Protection officers have considered the proposals and have raised no objections. Officers are satisfied that the details submitted would ensure that demolition and construction works do not adversely impact on the operation of the public highway, and that the amenity of occupiers of surrounding premises is not adversely affected by noise, vibration, dust, lighting or other emissions from the building site, in accordance with Policies DM J1 and DM J6 of the Development Management Local Plan 2013.

5.0 RECOMMENDATION

5.1 Discharge conditions 3 and 4 attached to the planning permission ref: 2013/04354/FUL.