

London Borough Of Hammersmith & Fulham

Planning Applications Committee

Agenda for 8th February 2017

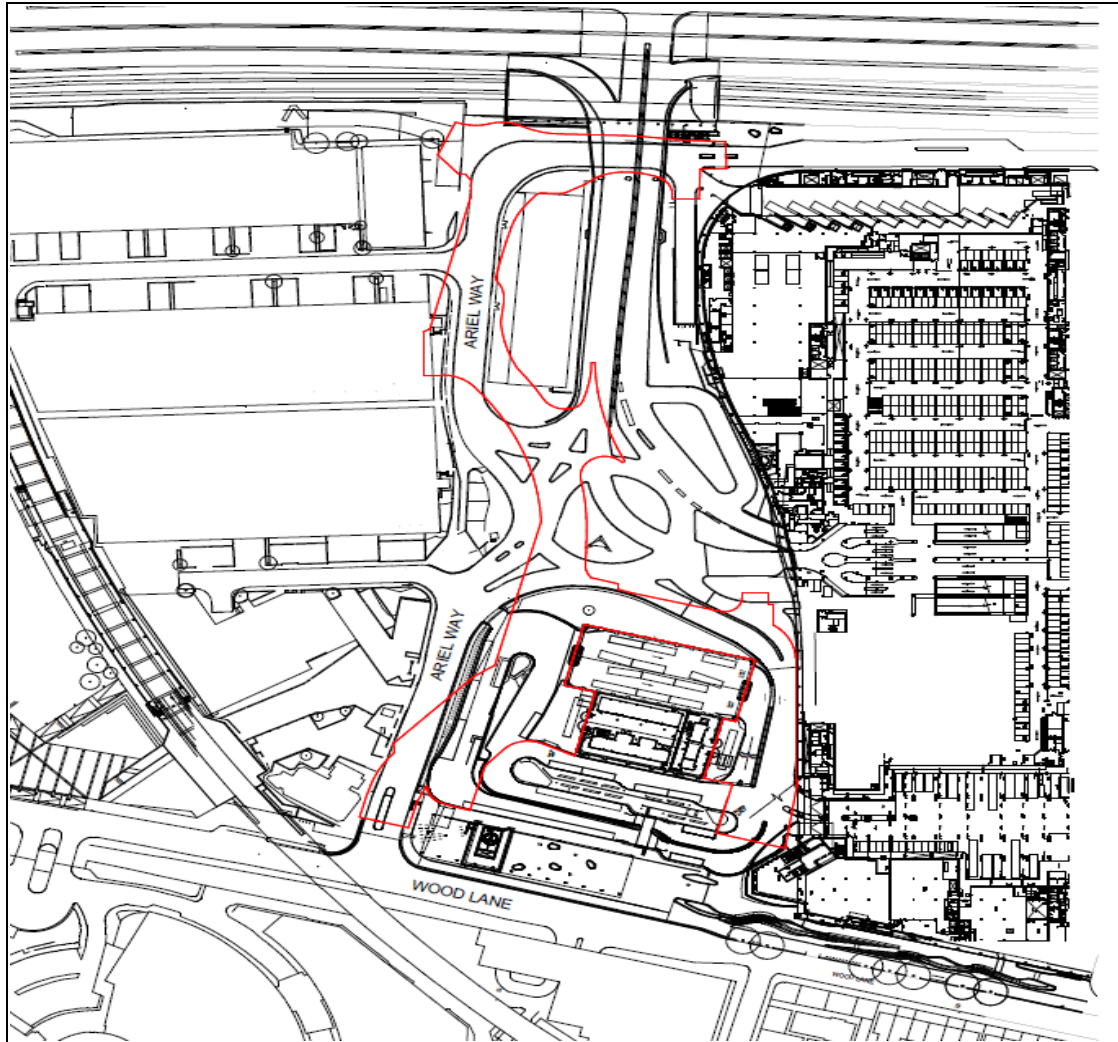
Index of Applications, Enforcement Actions, Advertisements etc.

WARD: REG NO:	SITE ADDRESS:	PAGE:
Shepherd's Bush Green 2015/05684/FUL	Land North Of Westfield Shopping Centre Ariel Way London	28
Shepherd's Bush Green 2016/03970/RES	Former BBC Television Centre Wood Lane London W12	64
Fulham Reach 2016/04874/FUL	Thames Wharf Rainville Road London W6 9HA	101
Hammersmith Broadway 2016/04200/FUL	Hammersmith Police Station 226 Shepherd's Bush Road London W6 7NX	119
Hammersmith Broadway 2016/04201/LBC	Hammersmith Police Station 226 Shepherd's Bush Road London W6 7NX	164
Fulham Reach 2016/04748/RES	Hammersmith Embankment Site Known As 'Fulham Reach' Land Bounded By Chancellor's Road, Distillery Road And Winslow Road, Including Sections Of Thames Path, River Thames, Frank Banfield Park And Highway Land London W6	170

Ward: Shepherd's Bush Green

Site Address:

Land North Of Westfield Shopping Centre Ariel Way London



© Crown Copyright. All Rights Reserved. London Borough Hammersmith and Fulham LA100019223 (2013).

For identification purposes only - do not scale.

Reg. No:
2015/05684/FUL

Case Officer:
Sally Shepherd

Date Valid:
03.12.2015

Conservation Area:

Committee Date:
08.02.2017

Applicant:

WESTFIELD EUROPE LTD
C/O AGENT

Description:

Construction of a new road connecting Wood Lane and the West Cross Route to replace the existing road (Ariel Way) which has been stopped up. The proposals include a new point of egress from White City bus station, provision of a taxi drop off area, a new bus lane and a new roundabout connecting Marathon Way, Ariel Way and the Eastern Access Road and provision of a new cleaners facility building to the north of the Dimco buildings following demolition of the existing facility.

Drg Nos: W2-BUH-Z1-20-DR-C-95156 P00; W2-BUH-Z1-20-DR-C-95301 P01;W2-BUH-Z1-20-DR-C-95901 P02; W2-BUH-Z1-20-DR-C-95902 P01;W2-BUH-Z1-20-DR-C-95903 P02; W2-BUH-Z1-20-DR-C-95910 P00;W2-BUH-Z1-20-DR-C-95911 P00; W2-BUH-Z1-20-DR-C-95920 P00;W2-BUH-Z1-20-DR-C-95921 P00; W2-BUH-Z1-20-DR-C-95922 P00;W2-BUH-Z1-20-DR-C-03931 P00; W2-BUH-Z1-20-DR-C-03932 P00;W2-BUH-Z1-20-DR-C-03933 P00; W2-BUH-Z1-20-DR-C-03934 P00;W2-BUH-Z1-20-DR-C-03935 P00; W2-BUH-Z1-20-DR-C-03916 P01;W2-BUH-Z1-20-DR-C-95057 P00; W2-BUH-Z1-20-DR-C-95056 P00.Design and Access Statement Rev 03 by Sheppard Robson (Ref.W2-SRA-ZA-00-DS-A-00004) dated January 2016;Ariel Way Re-alignment Transport Summary by Vectos(Ref. TN04-141530-06) dated 5th November 2015;Ariel Way Re-alignment Transport Summary addendum by Vectos(Ref. TN01-152038-Ariel Way Alignment-02) dated 22nd January2016; Ariel Way Re-alignment Proposed Priority Lane by Vectos (Ref. TN06-152038-Proposed Bus Lane 01) dated 25thFebruary 2016;W2-SRA-ZA-20-DR-A-08005 P00; W2-SRA-ZA-20-DR-A-08016 P01;W2-SRA-ZA-20-DR-A-08017 P00; W2-SRA-ZA-20-DR-A-08018 P00;W2-SRA-ZA-20-DR-A-08019 P00; W2-SRA-ZA-20-DR-A-08020 P00;W2-BUH-Z1-20-DR-C-95051 P06; W2-BUH-Z1-20-DR-C-95052 P01;W2-BUH-Z1-20-DR-C-95054 P00; W2-BUH-Z1-20-DR-C-95151 P03;W2-BUH-Z1-20-DR-C-95152 P04; W2-BUH-Z1-20-DR-C-95153 P02;W2-BUH-Z1-20-DR-C-95154 P00; W2-BUH-Z1-20-DR-C-95155 P02;

Application Type:

Full Detailed Planning Application

Officer Recommendation:

1. That the Committee resolve that the Director for Planning & Development be authorised to determine the application and grant permission upon the completion of a satisfactory legal agreement and subject to conditions.
2. To authorise the Director for Planning & Development in consultation with the Director of Law and the Chair of the Planning and Development Control Committee to make any minor modifications to the proposed conditions or heads of terms or any subsequent minor changes arising out of detailed negotiations with the applicant which may necessitate the modification, which may include the variation, addition or deletion of the conditions and heads of terms as drafted to ensure consistency between the two sets of provisions.

2) APPROVED DRAWINGS

The development shall be carried out and completed in accordance with the following approved drawings and documents:

Design and Access Statement Rev 03 by Sheppard Robson (Ref. W2-SRA-ZA-00-DS-A-00004) dated January 2016;

Ariel Way Re-alignment Transport Summary by Vectos (Ref. TN04-141530-Transport Summary 06) dated 5th November 2015;

Ariel Way Re-alignment Transport Summary addendum by Vectos (Ref. TN01-152038-Ariel Way Alignment-02) dated 22nd January 2016;

Ariel Way Re-alignment Proposed Priority Lane by Vectos (Ref. TN06-152038-Proposed Bus Lane 01) dated 25th February 2016;

W2-SRA-ZA-20-DR-A-08005 P00; W2-SRA-ZA-20-DR-A-08016 P01;

W2-SRA-ZA-20-DR-A-08017 P00; W2-SRA-ZA-20-DR-A-08018 P00;

W2-SRA-ZA-20-DR-A-08019 P00; W2-SRA-ZA-20-DR-A-08020 P00;

W2-BUH-Z1-20-DR-C-95051 P06; W2-BUH-Z1-20-DR-C-95052 P01;

W2-BUH-Z1-20-DR-C-95054 P00; W2-BUH-Z1-20-DR-C-95151 P03;

W2-BUH-Z1-20-DR-C-95152 P04; W2-BUH-Z1-20-DR-C-95153 P02;

W2-BUH-Z1-20-DR-C-95154 P00; W2-BUH-Z1-20-DR-C-95155 P02;

W2-BUH-Z1-20-DR-C-95156 P00; W2-BUH-Z1-20-DR-C-95301 P01;

W2-BUH-Z1-20-DR-C-95901 P02; W2-BUH-Z1-20-DR-C-95902 P01;

W2-BUH-Z1-20-DR-C-95903 P02; W2-BUH-Z1-20-DR-C-95910 P00;

W2-BUH-Z1-20-DR-C-95911 P00; W2-BUH-Z1-20-DR-C-95920 P00;

W2-BUH-Z1-20-DR-C-95921 P00; W2-BUH-Z1-20-DR-C-95922 P00;

W2-BUH-Z1-20-DR-C-03931 P00; W2-BUH-Z1-20-DR-C-03932 P00.

W2-BUH-Z1-20-DR-C-03933 P00; W2-BUH-Z1-20-DR-C-03934 P00;

W2-BUH-Z1-20-DR-C-03935 P00; W2-BUH-Z1-20-DR-C-03916 P01;

W2-BUH-Z1-20-DR-C-95057 P00; W2-BUH-Z1-20-DR-C-95056 P00;

Reason: In order to ensure full compliance with the application hereby approved and to prevent harm arising through deviations from the approved plans, in accordance with policy BE1 of the Core Strategy (2011) and policies DM G1 and DM G7 of the Development Management Local Plan (2013).

3) DETAILS AND SAMPLES OF MATERIALS

Prior to the commencement of the development of the replacement cleaners facility building, details and samples of materials to be on all external faces and the roof shall be submitted to and approved in writing by the Local Planning Authority. The cleaners facility shall not be used or occupied prior to the implementation of the approved details.

Reason: To ensure a satisfactory external appearance and to prevent harm to the visual amenity of the street scene and public realm, in accordance with policies 7.1 and 7.5 of the London Plan (2016), policy BE1 of the Core Strategy (2011) and policies DM G1, DM G2, DM G6 and DM G7 of the Development Management Local Plan (2013).

4) DETAILS AND SAMPLES OF EXTERNAL HARD SURFACES AND BOUNDARY MATERIALS

Details and samples, where appropriate, of all paving and external hard surfaces, boundary walls, railings, gates, fences and other means of enclosure shall be submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the approved details prior to opening of the road and shall be permanently retained thereafter.

Reason: To ensure a satisfactory external appearance, in accordance with policies 7.1 and 7.5 of the London Plan (2016), policy BE1 of the Core Strategy (2011) and policies DM G1, DM G2, DM G4 and DM G7 of the Development Management Local Plan (2013).

5) HARD AND SOFT LANDSCAPING

Details of the proposed hard and soft landscaping including samples of surface treatments, planting schedules and details of the species, height and maturity of any trees and shrubs and proposed landscape maintenance plan shall be submitted to and approved in writing by the local planning authority. The approved soft landscaping shall be implemented in the next winter planting season following completion of the development or before the use, whichever is the earlier. The development shall not be open to users until the landscaping has been implemented and it shall thereafter be permanently retained and maintained in accordance with the approved details.

Reason: To ensure a satisfactory external appearance in accordance with policies 7.1, 7.2, 7.5 of the London Plan (2016), policies BE1 and OS1 of the Core Strategy (2011) and policies DM G1, DM E3 and DM E4 of the Development Management Local Plan (2013).

6) STREET FURNITURE AND SIGNAGE

Details including the locations of the benches, litter bins and signage shall be submitted to and approved in writing by the local planning authority. The development shall not be open to users until the benches, litter bins and signage as approved have been provided, and must be permanently retained thereafter.

Reason: To ensure the satisfactory provision of facilities, in accordance with policy OS1 of the Core Strategy (2011) and policy DM E1 of the Development Management Local Plan (2013) and to ensure the development is fully inclusive and accessible for all users, in accordance with policies 3.1 and 7.2 of the London Plan (2016), policy T1 of the Core Strategy (2011) and the Council's Planning Guidance Supplementary Planning Document. (2013).

7) EXTERNAL LIGHTING

Details of all proposed external lighting, including street lights shall be submitted to and approved in writing by the Local Planning Authority. Such details shall include the number, exact location, height, design and appearance of the lights, together with data concerning the levels of illumination and light spillage and the specific

measures, having regard to the recommendations of the Institution of Lighting Engineers in the 'Guidance Notes for the Reduction of Light Pollution 2005' to ensure that any lighting proposed does not harm the existing amenities. The development shall not be open to users until the lighting has been installed in full accordance with the approved details, which shall be permanently retained thereafter.

Reason: To ensure a satisfactory external appearance and to prevent harm to the occupiers of neighbouring properties, in accordance with policies 7.3 and 7.13 of the London Plan (2016), policies BE1 and CC4 of the Core Strategy (2011) and policy DM H10 of the Development Management Local Plan (2013).

8) TAXI RANK

Details of the capacity, layout and design of the new taxi drop-off bay shall be submitted to the Local Planning Authority. The development shall not be open to users until the taxi rank has been installed in full accordance with the approved details, which shall be permanently retained thereafter.

Reason: To ensure there are adequate facilities for taxis serving the development, in accordance with policy T1 of the Core Strategy (2011) and policy DM J1 of the Development Management Local Plan (2013).

9) VERTICAL CLEARANCE

The vertical clearance of any new private road where buses will operate should be in accordance with the design manual of roads and bridges.

Reason: In the interest of highway safety in accordance with policy T1 of the Core Strategy (2011) and policy DM J6 of the Development Management Local Plan (2013).

10) NOT USED

11) AIR QUALITY (AIR QUALITY IMPACTS ASSESSMENT)

An Air Quality Assessment of the impacts from the development, including cumulative effects, must be submitted to and approved in writing by the Council prior to the opening of the development. The air quality assessment must include a combined dispersion modelling exercise that includes emissions from plant, transport and local concentrations of NO_x and PM₁₀ in order to inform the low emissions strategy. The air quality assessment must show the impacts on concentrations of these pollutants at the different heights where receptors are located (including windows that can be opened, balconies, terraces and roof gardens).

Reason: to comply with the requirements of the NPPF (2012), Policy 7.14 of the London Plan (2016), policy CC1 of the Core Strategy (2011), and Policies DM H1 and DM H8 of the Development Management Local Plan (2013).

12) AIR QUALITY (LOW EMISSIONS STRATEGY)

A Low Emission Strategy shall be submitted to and approved in writing by the Council prior to the opening of the development. 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, design solutions). This Strategy must make a commitment to implement the mitigation measures 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.

Reason: to comply with the requirements of the NPPF (2012), Policy 7.14 of the London Plan (2015), policy CC1 of the Core Strategy (2011), and Policies DM H1 and DM H8 of the Development Management Local Plan (2013).

13) CONSTRUCTION

The appropriate mitigation measures to minimise dust and emissions from the construction must be implemented in accordance with the site wide construction logistics and management plan approved under planning application Ref. 2015/00768/DET dated 02/10/2015. Developers must ensure that on-site contractors follow best practicable means to minimise dust and emissions at all times.

Reason: To comply with the requirements of the NPPF (2012), Policy 7.14 of the London Plan (2016), policy CC1 of the Core Strategy (2011), and Policies DM H1 and DM H8 of the Development Management Local Plan (2013).

14) RIGHT TURN INTO BUS LAYOVER

Provision shall be made for a 'buses only' right turn from Ariel Way into the bus layover access road, unless it can be demonstrated that amending the design to accommodate such a manoeuvre is not feasible. Details of the right turn provision including modelling, safety audit and signage shall be submitted and approved in writing by the Local Planning Authority (in consultation with TfL) within one month from the date of this planning permission. The right turn shall be constructed in full accordance with the approved details and shall be implemented no later than 3 months after the road is opened.

Should the right hand turn be installed, a review shall be carried out 6 months after its installation and 6 months after opening of the Retail Component to assess the impact on the junction on the wider transport network. Details of the findings shall be submitted to the Local Planning Authority (in consultation with TfL).

Reason: To safeguard the Transport for London Network and protect highways users, in accordance with London Plan (2016) Table 6.1 and "Land for Industry and Transport" Supplementary Planning Guidance 2012.

15) SERVICE LANE USE

Westbound buses shall use the Service Vehicle Lane outside Block K. Any restrictions on the Service Vehicle Lane will be amended to permit bus use and

the necessary measures shall be put in place to ensure reliable bus movement along the service vehicle lane.

Reason: To safeguard the Transport for London Network and protect highways users, in accordance with London Plan (2016) Table 6.1 and "Land for Industry and Transport" Supplementary Planning Guidance 2012.

Justification for Approving the Application:

- 1) Use: The provision of the new road, as proposed, would be consistent with the established masterplan principles set out in the outline planning provision with regards to vehicular access, public transport bus services, connectivity with the wider area, site movements and servicing strategies. It is considered that the proposed development, in terms of land use, would be in accordance with Core Strategy Policies WCOA and WCOA1 and London Plan policies 2.13 (Opportunity Areas).

Design: The design and visual appearance of the development is considered to be satisfactory and will not result in any adverse impact on the local built environment in accordance with London Plan (2016) Policy 7.1 (Lifetime Neighbourhoods), Core Strategy (2012) policy BE1 (Built Environment) and Development Management Local Plan (2013) policy DM G1.

Heritage: Subject to conditions, the proposed development is not considered to have any adverse impacts on heritage assets including on the setting of the Grade II listed DIMCO building and on the setting of the Wood Lane Conservation Area and is considered to be in accordance with the National Planning Policy Framework (2012) including core planning principle 17 and para 132, London Plan (2016) Policy 7.8 (Heritage Assets and Archaeology), Core Strategy (2012) Policy BE1 (Built Environment) and Development Management Local Plan (2013) Policy DM G7 (Heritage and Conservation).

Highways: The development would facilitate the safe and efficient operation of the local highways network, including public transport bus services, in compliance with London Plan (2016) Policy 6.1 (Strategic Approach), Core Strategy (2012) Policy T1 (Transport) and Development Management Local Plan (2013) Policy DM J1 (Transport Assessments and Travel Plans).

Access: Subject to condition, the development adequately incorporates measures to ensure inclusive access, in accordance with London Plan (2016) Policy 7.2 (Access for All), Planning Guidance Supplementary Planning Document (SPD) (2013) Design Policy 1 (Inclusive Design) and Transport Policies 22 (Access for All).

Air Quality: Subject to conditions, the development would not lead to unacceptable effects on air quality, in accordance with London Plan (2016) Policy 7.14 (Improving Air Quality) Core Strategy (2011) Policy CC1 (Reduce Carbon Emissions and Resource Use and Adapt to Climate Change Impacts), Development Management Local Plan (2013) Policies DM H1 (Reducing carbon dioxide emissions) and DM H8 (Air Quality).

Sustainability: The development is considered to meet the requirements for sustainable development, in accordance with: London Plan (2016) Policy 5.3 (Sustainable Design and Construction), Core Strategy (2011) Policy CC1, and Development Management Local Plan (2013) Policy DM H2 (Promoting sustainable design and construction).

LOCAL GOVERNMENT ACT 2000 LIST OF BACKGROUND PAPERS

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

Application form received: 2nd December 2015
Drawing Nos: see above

Policy documents: National Planning Policy Framework (NPPF) 2012
The London Plan 2016
LBHF - Core Strategy Local Development Framework 2011
LBHF - Development Management Local Plan 2013
LBHF - Planning Guidance Supplementary Planning Document
2013

Consultation Comments:

Comments from:

Dated:

Neighbour Comments:

Letters from:

69 MacFarlane Road London W12 7 JY

Dated:

27.12.15

1. BACKGROUND AND PLANNING CONSIDERATIONS

1.1 The above planning application was considered by PADCC on 6th April 2016 and the Committee resolved as follows:

That the Committee resolve that the Director of Planning and Growth be authorised to determine the application and grant permission up on the completion of a satisfactory legal agreement and subject to conditions.

1.2 LBHF and the applicant are in the process of finalising the section 106 agreement. As such, a decision on the application is still pending.

1.3 This report comprises a supplementary report which should be read in conjunction with the original officers report and conditions which are set out in Appendix 1 of this report.

1.4 There have been a number of material changes in circumstances which has led to the original report recommendation requiring amendment, post April 2016. The supplementary report seeks to recommend amendments to the wording of conditions 4, 5, 6, 7, 8, 11, 12, 13, to delete condition 10 and to add two further conditions to ensure the proposals are compliant with planning policies and the conditions meet the statutory tests with regards to the use of Planning Conditions. It is also necessary to amend the heads of terms to correspond to the s106 agreement as drafted.

1.5 Since April 2016, the Westfield Phase 2 extension has progressed significantly and the proposed realigned road (proposed in this application) is under construction. Part of the road is in use, which serves the newly opened Bus Layover Facility on the Phase 2 extension site. Although there have been no amendments to the road itself, and it is not necessary to reconsider the principles of the development, it is necessary for the existing conditions and the heads of terms to be updated given the development has commenced and part of the development is in use. Officers consider that the material change in circumstances coupled with the need to amend the planning conditions and the legal agreement heads of terms, requires the authorisation of the Planning Committee to ensure the correct planning process has been followed in accordance with the Town and Country Planning Act (1990) as amended and the Town and Country Planning (Development Management Procedure) (England) Order 2015.

2. PLANNING CONSIDERATIONS

2.1 The following details comprise other material circumstances which have been taken into account in consideration of the proposed amendments to the recommendations. Since April 2016, the applicant has submitted several other planning applications for the Westfield Phase 2 site. In September 2016, PADCC resolved to grant planning permission for a 74 unit residential scheme within Plot K. In November 2016, PADCC resolved to grant planning permission for an 89-unit residential scheme within Plot K and a S73 application to amend the parameters of the outline consent.

2.2 All three applications were accompanied by a Transport Statement which presented information on the impact of the cumulative development on bus journey times. Transport for London were consulted on each application and they raised concerns regarding the impact of the development on bus journey times.

Updated Transport Modelling - Impacts on Bus Times

2.3 In response to the three applications, TfL asked for modelling to be carried out to assess whether it is feasible for buses travelling in a westerly direction to turn right into the bus layover and for buses to use the service lane which is located beneath Plot K of the wider development. It is envisaged that the new manoeuvres/road layout would provide mitigation for the impact of the development on bus journey times and could be secured by way of planning conditions.

2.4 Officers are of the opinion that such conditions would not pass the statutory tests for the use of planning conditions, in order to grant permission for any of the three subsequent planning applications, given the conditions would relate to parts of the wider site outside of the red line boundaries for each application. Nonetheless, the resulting impacts on bus times are borne out of the proposed new road layout, and therefore officers have taken the view that the current road re-alignment application it is most appropriate application to request the details via condition as they relate directly to the

road layout and its implementation. TfL support the inclusion of the following two new planning conditions (14 and 15) which require approval prior to use of the road.

14) RIGHT TURN INTO BUS LAYOVER

Provision shall be made for a 'buses only' right turn from Ariel Way into the bus layover access road, unless it can be demonstrated that amending the design to accommodate such a manoeuvre is not feasible. Details of the right turn provision including modelling, safety audit and signage shall be submitted and approved in writing by the Local Planning Authority (in consultation with TfL) within one month from the date of this planning permission. The right turn shall be constructed in full accordance with the approved details and shall be implemented no later than 3 months after the road is opened.

Should the right hand turn be installed, a review shall be carried out 6 months after its installation and 6 months after opening of the Retail Component to assess the impact on the junction on the wider transport network. Details of the findings shall be submitted to the Local Planning Authority (in consultation with TfL).

Reason: To safeguard the Transport for London Network and protect highways users, in accordance with London Plan (2016) Table 6.1 and "Land for Industry and Transport" Supplementary Planning Guidance 2012.

15) SERVICE LANE USE

Westbound buses shall use the Service Vehicle Lane outside Block K. Any restrictions on the Service Vehicle Lane will be amended to permit bus use and the necessary measures shall be put in place to ensure reliable bus movement along the service vehicle lane.

Reason: To safeguard the Transport for London Network and protect highways users, in accordance with London Plan (2016) Table 6.1 and "Land for Industry and Transport" Supplementary Planning Guidance 2012.

Amended/Deleted Conditions

2.5 Officers are also seeking the authority to amend the wording of conditions 4, 5, 6, 7, 8, 11, 12, 13 to amend the trigger dates from the previously worded 'prior to commencement'. It is recommended that all details require approval, with the measures fully implemented prior to the opening of the road. It is recommended to remove condition 10 (Road Safety Audit) as the RSAs will be secured by the s106 attached to the road re-alignment application.

2.6 The revised set of conditions are set out above.

Amended Heads of Terms

2.7 Officers also recommend that the HoTs are amended to reflect the outstanding obligations that are required but have not been complied with. It is recommended that bullet point 4 is amended to delete reference to the £20,000 yearly sum. It is recommended that bullet point 7 is deleted as it is covered by way of a condition (provision of a right turn.- condition 14) It is recommended that bullet point 9 is also

deleted as it is no longer relevant as the bus layover has been completed and is operational.

2.8 The revised Heads of Terms are:

- o Road to be built to adoptable standards. Developer to cover the cost of the review;
- o Provision of access at all times for all modes of transport along Ariel Way;
- o Not to open the Retail Component until the road has been constructed and completed (to adoptable standards);
- o Road management and enforcement strategy (to be reviewed and monitored regularly). Developer to cover the cost of monitoring the strategy for a minimum of 10 years;
- o Road must be maintained and repaired;
- o Service management strategy;
- o Section 278 to cover all necessary highways works where affecting public Highways.

2.9 It is considered that the amended heads of terms would enable the development to be compliant with planning policies 8.2 of the London Plan (2016) with regards to the use of Planning Obligations and the above provisions would meet the relevant statutory tests set out in the CIL Regulations (2010) with regards to the use of Planning Obligations.

3. OFFICER RECOMMENDATION

3.1 That the Committee resolve that the Director for Planning & Development be authorised to determine the application and grant permission upon the completion of a satisfactory legal agreement and subject to conditions.

3.2 To authorise the Director for Planning & Development in consultation with the Director of Law and the Chair of the Planning and Development Control Committee to make any minor modifications to the proposed conditions or heads of terms or any subsequent minor changes arising out of detailed negotiations with the applicant which may necessitate the modification, which may include the variation, addition or deletion of the conditions and heads of terms as drafted to ensure consistency between the two sets of provisions.

Appendix 1 - Planning Report and Conditions for Application Ref. 2015/05684/FUL presented to committee on 6th April 2016.

Reg. No:

2015/05684/FUL

Date valid:

03.12.2015

Recommendation Date:

07.03.2016

Committee Date:

06.04.2016 Case Officer;

Sally Shepherd

Conservation Area:

Applicant:

WESTFIELD EUROPE LTD

C/O AGENT

Description:

Construction of a new road connecting Wood Lane and the West Cross Route to replace the existing road (Ariel Way) which has been stopped up. The proposals include a new point of egress from White City bus station, provision of a taxi drop off area, a new bus lane and a new roundabout connecting Marathon Way, Ariel Way and the Eastern Access Road and provision of a new cleaner's facility building to the north of the Dimco buildings following demolition of the existing facility.

Drg. Nos:

Design and Access Statement Rev 03 by Sheppard Robson (Ref. W2-SRA-ZA-00-DS-A-00004) dated January 2016;

Ariel Way Re-Alignment Transport Summary by Vectos (Ref. TN04-141530-Transport Summary 06) dated 5th November 2015;

Ariel Way Re-Alignment Transport Summary addendum by Vectos (Ref. TN01-152038-Ariel Way Alignment-02) dated 22nd January 2016;

Ariel Way Re-Alignment Proposed Priority Lane by Vectos (Ref. TN06-152038-Proposed Bus Lane 01) dated 25th February 2016;

W2-SRA-ZA-20-DR-A-08005 P00; W2-SRA-ZA-20-DR-A-08016 P01;

W2-SRA-ZA-20-DR-A-08017 P00; W2-SRA-ZA-20-DR-A-08018 P00;

W2-SRA-ZA-20-DR-A-08019 P00; W2-SRA-ZA-20-DR-A-08020 P00;

W2-BUH-Z1-20-DR-C-95051 P06; W2-BUH-Z1-20-DR-C-95052 P01;

W2-BUH-Z1-20-DR-C-95054 P00; W2-BUH-Z1-20-DR-C-95151 P03;

W2-BUH-Z1-20-DR-C-95152 P04; W2-BUH-Z1-20-DR-C-95153 P02;

W2-BUH-Z1-20-DR-C-95154 P00; W2-BUH-Z1-20-DR-C-95155 P02;

W2-BUH-Z1-20-DR-C-95156 P00; W2-BUH-Z1-20-DR-C-95301 P01;

W2-BUH-Z1-20-DR-C-95901 P02; W2-BUH-Z1-20-DR-C-95902 P01;

W2-BUH-Z1-20-DR-C-95903 P02; W2-BUH-Z1-20-DR-C-95910 P00;

W2-BUH-Z1-20-DR-C-95911 P00; W2-BUH-Z1-20-DR-C-95920 P00;

W2-BUH-Z1-20-DR-C-95921 P00; W2-BUH-Z1-20-DR-C-95922 P00;

W2-BUH-Z1-20-DR-C-03931 P00; W2-BUH-Z1-20-DR-C-03932 P00;

W2-BUH-Z1-20-DR-C-03933 P00; W2-BUH-Z1-20-DR-C-03934 P00;

W2-BUH-Z1-20-DR-C-03935 P00; W2-BUH-Z1-20-DR-C-03916 P01;

W2-BUH-Z1-20-DR-C-95057 P00; W2-BUH-Z1-20-DR-C-95056 P00.

Application type:
Full Detailed Planning Application

Officer Recommendation:
That the application be approved subject to the condition(s) set out below

1) TIME LIMITS

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

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

2) APPROVED DRAWINGS

The development shall be carried out and completed in accordance with the following approved drawings and documents:

Design and Access Statement Rev 03 by Sheppard Robson (Ref. W2-SRA-ZA-00-DS-A-00004) dated January 2016;
Ariel Way Re-Alignment Transport Summary by Vectos (Ref. TN04-141530-Transport Summary 06) dated 5th November 2015;
Ariel Way Re-Alignment Transport Summary addendum by Vectos (Ref. TN01-152038-Ariel Way Alignment-02) dated 22nd January 2016;
Ariel Way Re-Alignment Proposed Priority Lane by Vectos (Ref. TN06-152038-Proposed Bus Lane 01) dated 25th February 2016;
W2-SRA-ZA-20-DR-A-08005 P00; W2-SRA-ZA-20-DR-A-08016 P01;
W2-SRA-ZA-20-DR-A-08017 P00; W2-SRA-ZA-20-DR-A-08018 P00;
W2-SRA-ZA-20-DR-A-08019 P00; W2-SRA-ZA-20-DR-A-08020 P00;
W2-BUH-Z1-20-DR-C-95051 P06; W2-BUH-Z1-20-DR-C-95052 P01;
W2-BUH-Z1-20-DR-C-95054 P00; W2-BUH-Z1-20-DR-C-95151 P03;
W2-BUH-Z1-20-DR-C-95152 P04; W2-BUH-Z1-20-DR-C-95153 P02;
W2-BUH-Z1-20-DR-C-95154 P00; W2-BUH-Z1-20-DR-C-95155 P02;
W2-BUH-Z1-20-DR-C-95156 P00; W2-BUH-Z1-20-DR-C-95301 P01;
W2-BUH-Z1-20-DR-C-95901 P02; W2-BUH-Z1-20-DR-C-95902 P01;
W2-BUH-Z1-20-DR-C-95903 P02; W2-BUH-Z1-20-DR-C-95910 P00;
W2-BUH-Z1-20-DR-C-95911 P00; W2-BUH-Z1-20-DR-C-95920 P00;
W2-BUH-Z1-20-DR-C-95921 P00; W2-BUH-Z1-20-DR-C-95922 P00;
W2-BUH-Z1-20-DR-C-03931 P00; W2-BUH-Z1-20-DR-C-03932 P00;
W2-BUH-Z1-20-DR-C-03933 P00; W2-BUH-Z1-20-DR-C-03934 P00;
W2-BUH-Z1-20-DR-C-03935 P00; W2-BUH-Z1-20-DR-C-03916 P01;
W2-BUH-Z1-20-DR-C-95057 P00; W2-BUH-Z1-20-DR-C-95056 P00.

Reason: to ensure full compliance with the application hereby approved and to prevent harm arising through deviations from the approved plans, in accordance with policy BE1 of the Core Strategy (2011) and policies DM G1 and DM G7 of the Development Management Local Plan (2013).

3) DETAILS AND SAMPLES OF MATERIALS

Prior to the commencement of the development of the replacement cleaner's facility building, details and samples of materials to be on all external faces and the roof shall be submitted to and approved in writing by the Local Planning Authority. The cleaner's facility shall not be used or occupied prior to the implementation of the approved details.

Reason: To ensure a satisfactory external appearance and to prevent harm to the visual amenity of the street scene and public realm, in accordance with policies 7.1 and 7.5 of the London Plan (2015), policy BE1 of the Core Strategy (2011) and policies DM G1, DM G2, DM G6 and DM G7 of the Development Management Local Plan (2013).

4) DETAILS AND SAMPLES OF EXTERNAL HARD SURFACES AND BOUNDARY MATERIALS

Prior to the commencement of the development hereby approved, details and samples, where appropriate, of all paving and external hard surfaces, boundary walls, railings, gates, fences and other means of enclosure shall be submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the approved details prior to use of the road and shall be permanently retained thereafter.

Reason: To ensure a satisfactory external appearance, in accordance with policies 7.1 and 7.5 of the London Plan (2015), policy BE1 of the Core Strategy (2011) and policies DM G1, DM G2, DM G4 and DM G7 of the Development Management Local Plan (2013).

5) DETAILS OF HARD AND SOFT LANDSCAPING

Prior to the commencement of the development hereby approved, details of the proposed hard and soft landscaping including samples of surface treatments, planting schedules and details of the species, height and maturity of any trees and shrubs and proposed landscape maintenance plan shall be submitted to and approved in writing by the local planning authority. The approved soft landscaping shall be implemented in the next winter planting season following completion of the development or before the use, whichever is the earlier, and the landscaping shall thereafter be permanently retained and maintained in accordance with the approved details.

Reason: To ensure a satisfactory external appearance in accordance with policies 7.1, 7.2, 7.5 of the London Plan (2015), policies BE1 and OS1 of the Core Strategy (2011) and policies DM G1, DM E3 and DM E4 of the Development Management Local Plan (2013).

6) STREET FURNITURE AND SIGNAGE

Prior to the commencement of the development hereby approved, details including the locations of the benches, litter bins and signage shall be submitted to and approved in writing by the local planning authority. The development shall not be

open to users until the benches, litter bins and signage as approved have been provided, and must be permanently retained thereafter.

Reason: To ensure the satisfactory provision of facilities, in accordance with policy OS1 of the Core Strategy (2011) and policy DM E1 of the Development Management Local Plan (2013) and to ensure the development is fully inclusive and accessible for all users, in accordance with policies 3.1 and 7.2 of the London Plan (2015), policy T1 of the Core Strategy (2011) and the Council's Planning Guidance Supplementary Planning Document. (2013).

7) EXTERNAL LIGHTING

Prior to the commencement of the development hereby approved, details of all proposed external lighting, including street lights shall be submitted to and approved in writing by the Local Planning Authority. Such details shall include the number, exact location, height, design and appearance of the lights, together with data concerning the levels of illumination and light spillage and the specific measures, having regard to the recommendations of the Institution of Lighting Engineers in the 'Guidance Notes for the Reduction of Light Pollution 2005' to ensure that any lighting proposed does not harm the existing amenities. The development shall not be open to users until the lighting has been installed in full accordance with the approved details, which shall be permanently retained thereafter.

Reason: To ensure a satisfactory external appearance and to prevent harm to the occupiers of neighbouring properties, in accordance with policies 7.3 and 7.13 of the London Plan (2015), policies BE1 and CC4 of the Core Strategy (2011) and policy DM H10 of the Development Management Local Plan (2013).

8) TAXI RANK

Prior to the commencement of the development hereby approved, details of the capacity, layout and design of the new taxi drop-off bay shall be submitted to the Local Planning Authority. The development shall be implemented in accordance with the approved details prior to use, and permanently retained thereafter.

Reason: To ensure there are adequate facilities for taxis serving the development, in accordance with policy T1 of the Core Strategy (2011) and policy DM J1 of the Development Management Local Plan (2013).

9) VERTICAL CLEARANCE

The vertical clearance of any new private road where buses will operate should be in accordance with the design manual of roads and bridges.

Reason: In the interest of highway safety in accordance with policy T1 of the Core Strategy (2011) and policy DM J6 of the Development Management Local Plan (2013).

10) ROAD SAFETY AUDIT

Prior to the commencement of the development hereby approved, the applicant shall submit to and have approved in writing by the Local Planning Authority (in consultation with TfL) details of the design, layout, materials and stage 2 safety audit of the new private road layout, including taxi/valet parking area for the development. The scheme shall be implemented in accordance with the approved details and permanently retained thereafter.

Reason: To ensure appropriate road design and safety in accordance with policy T1 of the Core Strategy (2011) and policy DM J6 of the Development Management Local Plan (2013).

11) AIR QUALITY (AIR QUALITY IMPACTS ASSESSMENT)

Prior to the commencement of the development an Air Quality Assessment of the impacts from the development, including cumulative effects, must be submitted to and approved in writing by the Council. The air quality assessment must include a combined dispersion modelling exercise that includes emissions from plant, transport and local concentrations of NO_x and PM₁₀ in order to inform the low emissions strategy. The air quality assessment must show the impacts on concentrations of these pollutants at the different heights where receptors are located (including windows that can be opened, balconies, terraces and roof gardens).

Reason: to comply with the requirements of the NPPF (2012), Policy 7.14 of the London Plan (2015), policy CC1 of the Core Strategy (2011), and Policies DM H1 and DM H8 of the Development Management Local Plan (2013).

12) AIR QUALITY (LOW EMISSIONS STRATEGY)

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, design solutions). This Strategy must make a commitment to implement the mitigation measures 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.

Reason: to comply with the requirements of the NPPF (2012), Policy 7.14 of the London Plan (2015), policy CC1 of the Core Strategy (2011), and Policies DM H1 and DM H8 of the Development Management Local Plan (2013).

13) AIR QUALITY (CONSTRUCTION AND DEMOLITION)

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 where appropriate 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 Demolition Method Statement and Construction Management Plan. Developers must ensure that on-site contractors follow best practicable means to minimise dust and emissions at all times.

Reason: to comply with the requirements of the NPPF (2012), Policy 7.14 of the London Plan (2015), policy CC1 of the Core Strategy (2011), and Policies DM H1 and DM H8 of the Development Management Local Plan (2013).

Justification for approving application:

Use: The provision of the new road, as proposed, would be consistent with the established masterplan principles set out in the outline planning provision with regards to vehicular access, public transport bus services, connectivity with the wider area, site movements and servicing strategies. It is considered that the proposed development, in terms of land use, would be in accordance with Core Strategy Policies WCOA and WCOA1 and London Plan policies 2.13 (Opportunity Areas).

Design: The design and visual appearance of the development is considered to be satisfactory and will not result in any adverse impact on the local built environment in accordance with London Plan (2015) Policy 7.1 (Lifetime Neighbourhoods), Core Strategy (2012) policy BE1 (Built Environment) and Development Management Local Plan (2013) policy DM G1.

Heritage: Subject to conditions, the proposed development is not considered to have any adverse impacts on heritage assets including on the setting of the Grade II listed DIMCO building and on the setting of the Wood Lane Conservation Area and is considered to be in accordance with the National Planning Policy Framework (2012) including core planning principle 17 and para 132, London Plan (2015) Policy 7.8 (Heritage Assets and Archaeology), Core Strategy (2012) Policy BE1 (Built Environment) and Development Management Local Plan (2013) Policy DM G7 (Heritage and Conservation).

Highways: The development would facilitate the safe and efficient operation of the local highways network, including public transport bus services, in compliance with London Plan (2015) Policy 6.1 (Strategic Approach), Core Strategy (2012) Policy T1 (Transport) and Development Management Local Plan (2013) Policy DM J1 (Transport Assessments and Travel Plans).

Access: Subject to condition, the development adequately incorporates measures to ensure inclusive access, in accordance with London Plan (2015) Policy 7.2 (Access for All), Planning Guidance Supplementary Planning Document (SPD) (2013) Design Policy 1 (Inclusive Design) and Transport Policies 22 (Access for All).

Air Quality: Subject to conditions, the development would not lead to unacceptable effects on air quality, in accordance with London Plan (2015) Policy 7.14 (Improving Air Quality) Core Strategy (2011) Policy CC1 (Reduce Carbon Emissions and Resource Use and Adapt to Climate Change Impacts), Development Management Local Plan (2013) Policies DM H1 (Reducing carbon dioxide emissions) and DM H8 (Air Quality).

Sustainability: The development is considered to meet the requirements for sustainable development, in accordance with: London Plan (2015) Policy 5.3 (Sustainable Design

and Construction), Core Strategy (2011) Policy CC1, and Development Management Local Plan (2013) Policy DM H2 (Promoting sustainable design and construction).

That the applicant be informed as follows:

1) CONTAMINATED LAND

Potentially contaminative land uses (past or present) have been identified at, and or, near to this site. Although we would not expect any significant problems, the applicant is advised to contact the Council should any unexpected materials or malodours are encountered during excavations.

2) TRANSPORT FOR LONDON SURFACE

The applicant is advised to contact Transport for London Surface in advance of commencing any design in particular with regard to: demolition; excavation; construction methods; security; boundary treatment; safety barriers; landscaping and lighting.

3) TMA APPROVAL

TMA (Traffic Management Act) approval for the changes to the road layout will be required for this development.

4) PERMITTED HOURS FOR BUILDING WORK

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

5) NOTIFICATION TO NEIGHBOURS OF BUILDING WORKS

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

6) DUST

Best Practicable Means (BPM) should be used in controlling dust emissions, in accordance with the Best Practice Guidance by the GLA 2006 for The Control of Dust and Emissions from Construction and Demolition.

7) DARK SMOKE AND NUISANCE

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

8) NOISE AND VIBRATION FROM DEMOLITION, PILING, CONCRETE CRUSHING, DRILLING, EXCAVATING, ETC.

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

9) CONCRETE CRUSHING

Concrete crushing requires a permit under the Environmental Permitting (England and Wales) Regulations 2010. Please contact the Council's Environmental Quality team Transport and Technical Services, on email environmental.quality@lbhf.gov.uk or Tel. 020 8753 3454.

10) CONSIDERATE CONSTRUCTORS SCHEME

Membership of The Considerate Contractors Scheme is encouraged.

11) TFL APPROVAL

The developer and their representatives are reminded that this does not discharge the requirements under the Traffic Management Act 2004. Formal notifications and approval from TfL will be needed for the permanent highway scheme and any temporary highway works required during the construction phase of the development.

12) AIR QUALITY

With regard to conditions concerning Air Quality Impacts Assessment and Low Emissions Strategy, it is recommended for the applicant to contact the Environmental Quality Team to agree methodology for how these should be completed.

Officer Report

LOCAL GOVERNMENT ACT 2000 LIST OF BACKGROUND PAPERS

All Background Papers held by case officer named above:

Application form received: 2nd December 2015
Drawing Nos: see above

Policy Documents: The London Plan 2015
Core Strategy 2011
The Development Management Local Plan 2013

1.0 BACKGROUND AND APPLICATION SITE

1.1 The proposed development relates to the construction of a new road to replace Ariel Way which was a public highway stretching between Wood Lane in the west and the West Cross Route in the east. To the south of the site is the existing Westfield Shopping Centre which has access roads into the car parks and service yards off Ariel

Way. White City Bus station and the Grade II listed DIMCO buildings are also located to the south of Ariel Way, close to Wood Lane. The site lies within the 7.6 hectare development site known as the 'Westfield Phase 2 extension' which benefits from outline consent (Ref. 2015/02565/VAR) for the mixed-use redevelopment of the land to the north of the existing shopping centre. The existing road was stopped up in March 2014 to facilitate the comprehensive mixed use redevelopment allowing access to and from the existing shopping centre car park only. The proposed new road subject to this application is to be owned and maintained by Westfield (the applicant), although LBHF will remain as the Traffic Authority.

1.2 Under the outline permission, consent was granted 'in principle' to improve the access arrangements to the existing and proposed shopping centre and allow for more efficient through-movement on Ariel Way between Wood Lane and the West Cross Route. The extant permission proposed the replacement of the existing signal controlled roundabout on Ariel Way with a series of priority junctions, a mini-roundabout at the eastern end of Ariel Way and a signal controlled junction on the Eastern Access Road. The current proposal is for the detailed design and layout of the replacement east-west vehicular road, building upon the principle that was established under the outline permission.

1.3 When the existing road was stopped up, a temporary perimeter road was constructed to allow continuous bus access to and from White City bus station. The temporary road runs along the north of the site, adjacent to the Hammersmith and City line viaduct and it was approved under the enabling works application for the outline scheme.

1.4 The submitted red line plan indicates the area that will comprise the new road which connects to the raised H-junction providing access to the West Cross Route in the east, and access to the bus station and Wood Lane to the west. The demise of the site area includes sections of the new road that would join up to the basement car park ramps, grade level service yards and upper floor car parking ramps that form a part of the wider extension of the shopping centre. The car park ramps and accesses themselves form part of subsequent phases of development that are not offered for approval within this application.

1.5 Significant parts of the new road would be located underneath the podium as approved within the outline permission. The retail extension of the Phase 2 development (including part of the podium structure) will extend northwards of the existing shopping centre above large parts of the new road. A reserved matters application (pursuant to the outline permission) for the retail extension is currently under consideration (Ref: 2015/05217/RES). In addition, it is proposed to relocate the existing bus layover facility which is currently located in the east DIMCO building, adjacent to White City bus station to a new facility to the north of the new road and the application for the new bus layover is currently under consideration (Ref. 2015/05685/FUL). All three applications have been considered in parallel with each other and in context of the outline permission.

The Surrounding Area

1.6 Please refer to the committee report for Reserved Matters application for the Retail Extension (Ref: 2015/05217/RES) for more detailed information regarding the application site context and the surrounding area.

2.0 PLANNING HISTORY

2.1 Please refer to the committee report for the details of the Reserved Matters application for the Retail Extension (Ref: 2015/05217/RES) and for details on the planning history of the site and the surrounding area.

2.2 The applicant has discharged/part discharged a number of conditions pursuant to the outline planning permission and enabling works permission in respect of ground contamination including condition 5 - site investigation; condition 7 - remediation; condition 6 - risk assessments; condition 10 - archaeology and condition 24 - drainage strategies that allow a set extent of development of the outline permission/enabling works to commence. Furthermore, the applicant has obtained Reserved Matters Approval for the layout and scale of the basement car park and tunnel link with the existing Westfield car park, which comprises Phase A of the retail extension (Ref. 2015/01447/RES).

3.0 CURRENT APPLICATION

Application Description

3.1 Planning permission is sought for the following:

3.2 Construction of a new road connecting Wood Lane and the West Cross Route to replace the existing road (Ariel Way) which has been stopped up. The proposals include a new point of egress from White City bus station, provision of a taxi drop off area, a new bus lane and a new roundabout connecting Marathon Way, Ariel Way and the Eastern Access Road and provision of a new cleaners facility building to the north of the Dimco buildings following demolition of the existing facility.

Application Submission

3.3 The applicant has submitted the following information in support of the application:

For approval:

- o Design and Access Statement Rev 03 by Sheppard Robson (Ref. W2-SRA-ZA-00-DS-A-00004) dated January 2016;
- o Ariel Way Re-alignment Transport Summary by Vectos (Ref. TN04-141530-Transport Summary 06) dated 5th November 2015;
- o Ariel Way Re-alignment Transport Summary addendum by Vectos (Ref. TN01-152038-Ariel Way Alignment-02) dated 22nd January 2016;
- o Ariel Way Re-alignment Proposed Priority Lane by Vectos (Ref. TN06-152038-Proposed Bus Lane 01) dated 25th February 2016;
- o Application drawings:
W2-SRA-ZA-20-DR-A-08005 P00; W2-SRA-ZA-20-DR-A-08016 P01;
W2-SRA-ZA-20-DR-A-08017 P00; W2-SRA-ZA-20-DR-A-08018 P00;
W2-SRA-ZA-20-DR-A-08019 P00; W2-SRA-ZA-20-DR-A-08020 P00;
W2-BUH-Z1-20-DR-C-95051 P06; W2-BUH-Z1-20-DR-C-95052 P01;
W2-BUH-Z1-20-DR-C-95054 P00; W2-BUH-Z1-20-DR-C-95151 P03;

W2-BUH-Z1-20-DR-C-95152 P04; W2-BUH-Z1-20-DR-C-95153 P02;
W2-BUH-Z1-20-DR-C-95154 P00; W2-BUH-Z1-20-DR-C-95155 P02;
W2-BUH-Z1-20-DR-C-95156 P00; W2-BUH-Z1-20-DR-C-95301 P01;
W2-BUH-Z1-20-DR-C-95901 P02; W2-BUH-Z1-20-DR-C-95902 P01;
W2-BUH-Z1-20-DR-C-95903 P02; W2-BUH-Z1-20-DR-C-95910 P00;
W2-BUH-Z1-20-DR-C-95911 P00; W2-BUH-Z1-20-DR-C-95920 P00;
W2-BUH-Z1-20-DR-C-95921 P00; W2-BUH-Z1-20-DR-C-95922 P00;
W2-BUH-Z1-20-DR-C-03931 P00; W2-BUH-Z1-20-DR-C-03932 P00;
W2-BUH-Z1-20-DR-C-03933 P00; W2-BUH-Z1-20-DR-C-03934 P00;
W2-BUH-Z1-20-DR-C-03935 P00; W2-BUH-Z1-20-DR-C-03916 P01;
W2-BUH-Z1-20-DR-C-95057 P00; W2-BUH-Z1-20-DR-C-95056 P00.

Supporting/illustrative material:

- o Application forms;
- o Bus station layout options drawings: 120694/A/30 Rev B; 120694/A/31; 120694/A/32; 120694/A/33;
- o Draft Traffic Management-Heads of Terms prepared by Vectos dated 15th March 2016 (Ref. TN07-152038);
- o Table 1 in email from Polly Mason on behalf of Montagu Evans dated 9th March 2016;

4.0 PUBLICITY AND CONSULTATION

4.1 The application was advertised as a Major Development which adjoins a Conservation Area and may affect the setting, character or appearance of a Grade II listed building.

4.2 The application was advertised via the following methods:

- o Site notice displayed from 15/12/2015 to 05/01/2016
- o Press notice published from 09/12/2015 to 05/01/2016
- o 523 neighbours were consulted by letter
- o 4 internal consultees were consulted by letter
- o 1 statutory consultee was consulted by letter

4.3 The responses received are summarised below.

Statutory consultees

4.4 Transport for London:

The bus lane adds useful flexibility/resilience for the vagaries of traffic conditions experience seasonally or at peak car park traffic times for the shopping centre.

It is noted that smooth functioning and reliability of the bus network here is heavily reliant on the road network functioning as modelled. To add further operational flexibility, TfL suggest making provision for a 'Buses Only' right turn from Ariel Way into the bus layover access road, in the event that the bus station is closed for whatever reason.

The swept paths are in line with early stage design discussions between Westfield and TfL and material already presented to TfL.

TfL can confirm that we are satisfied that the modelling (cordoned model) submitted so far is fit for purpose in representing the proposed design for Ariel Way, under the new bus station and layover formation. We are confident that the flow manipulation that has been carried out is logical and that the various elements of the proposed flow have been handled correctly as laid out in the technical reporting received.

To summarise, of the bus routes/movements assessed, generally bus performance in terms of Journey Time (JT) will improve for all route movements to/from the new bus station from both Wood Lane and the Eastern Access Road. With the move to the new layover location, bus JT to/from the bus station/layover will increase due to the increased physical distance travelled, as expected.

Should this application be granted planning permission, the developer and their representatives are reminded that this does not discharge the requirements under the Traffic Management Act 2004. Formal notifications and approval will be needed for the permanent highway scheme and any temporary highway works required during the construction phase of the development.

4.5 Case officer comment: A s106 is recommended to address the requirement for the provision of a 'Buses Only' right turn from Ariel Way to be used in emergencies only. An informative will be also added requiring the applicant to apply for approval from TfL for the permanent highway scheme and any temporary highway works required during the construction phase.

Internal consultees

4.6 Urban Design and Conservation: No objection (comments incorporated into planning assessment)

4.7 Highways: This application must be reviewed in consideration to Application No 2015/05685/FUL for Relocation of the existing White City Bus Layover facilities from the East Dimco Building to below Block C of Westfield as they are interlinked.

- o The new road must be built to Adoptable Standards and the Highway Authority must approve the following:
- o The detailed design must meet checked and approved;
- o Stage 2 Road Safety Audit should follow the detailed design;
- o The highway authority will need to be granted access to inspect the construction of the road and issue a certificate of approval; and
- o Following completion of the road works, a Stage 3 Road Safety audit will be requested for approval.
- o All road signs and marking must be in accordance with "Traffic Signs Regulation and General Direction" and any other signs must obtain authorisation from the Department for Transport;
- o Street lighting shall be provided and maintained to LBHF satisfaction;
- o The public realm shall meet LBHF Street-smart Guidelines;
- o The developer will meet the cost of checking and approving the design and construction under a s106;
- o The phasing of the road construction must not impede on the operation of the Bus station or the existing and proposed bus layover facility;
- o All road markings and signs (and related services) shall be maintained and repaired to standard;

- o All work on public highway will be under S278, this is to ensure that the new road will tie in with Wood Lane and to ensure that the existing crossing is adequate for the increase in pedestrian movement from the development;
- o A Road Management and Enforcement Strategy shall be secured via a s106;
- o Not to open the retail component of the development until the road have been practically completed and approved to adoptable standards;
- o A Road Management plan must be in place prior to opening, this must be approved in writing by the highway authority. The road management plan must be reviewed and monitored regularly;
- o All equipment needed for CCTV must be compatible with LBHF system, these must be checked and approved by this authority;
- o The developer to pay an annual sum of £20K for a minimum of 10 years to cover cost of staff to review and monitor and enforce.

4.8 Case officer comment: The comments above are discussed in the assessment below. Conditions and a s106 legal agreement are recommended to cover the points raised by highways. Details of the conditions will be set out at the start of the report.

4.9 Air Quality: It is would recommend that air quality conditions are attached to the application as the detail of the development does not appear to have been considered by the previous air quality assessment completed for the Westfield 2 site. A number of existing receptors and proposed receptors are already predicted to experience air quality above the air quality objective for nitrogen dioxide and it should be established whether this development would lead to further air quality impacts. An informative would also be useful with regard to confirming methodology for these.

4.10 Case officer comment: Air quality conditions and an informative are recommended to address the concerns raised. Details of the conditions will be set out at the start of this report.

4.11 Noise and Nuisance: No objection.

Neighbours

4.12 One objection was received from 69 MacFarlane Road:

- o There is not enough detailed information as to the likely impact on the development and I object on noise, residential amenity and traffic levels until I have received documentation which outlines the planned development in a clearer manner.

Case officer's comment: Further information and explanation was provided to the neighbour regarding the contents of the application. Noise from construction works is monitored by way of adherence with the Considerate Contractors Code which ensures levels do not exceed harmful levels. Failure to adhere to these standards would be a matter for the Council's Environmental Health Officers to assess and enforce where necessary, where the impacts deemed to cause a public nuisance. The impact of the wider development scheme on the local and strategic highway network has been assessed at the outline stage and is considered to be within acceptable tolerances. A transport assessment was submitted with the current application which verifies the impacts in regards to the wider development of the site and other developments in White City Opportunity Area. The assessment section below provides more detail on this.

4.13 All relevant material comments received in relation to the proposal have been taken into account in the assessment of the scheme and are presented in the relevant sections below.

5.0 RELEVANT PLANNING POLICY AND GUIDANCE

5.1 Please refer to the relevant planning policy and guidance detailed in the committee report for the retail extension reserved matters application (Ref: 2015/05217/RES).

6.0 PLANNING CONSIDERATIONS

Principle of the development

6.1 The proposal has been assessed against the relevant transportation policies within the London Plan (2015) including policies 6.1, 6.3, 6.7, 6.9, 6.10, 6.11 and 6.13, alongside the National Planning Policy Framework (NPPF), the Core Strategy (2011) policy T1 and the Development Management Local Plan (DMLP) (2013) policies J1 to J6 in addition to the Planning Guidance Supplementary Planning Document. The site is also located within the White City Opportunity Area for which a planning framework (WCOAPF) is in place.

6.2 London Plan Policy 6.1 (Strategic approach) seeks to support development that generates high levels of trips at locations with high levels of public transport accessibility and/or capacity, London Plan Policy 6.3 (Assessing effects of development on transport capacity) states the development should not adversely affect the safety of the transport network. London Plan Policy 6.7 (Better streets and surface transport) seeks to ensure that high level of bus priority is given on proposed routes.

6.3 London Plan Policy 6.12 (Road network capacity) states that in assessing proposals for increasing road capacity, including new roads, the following criteria should be taken into account:

- o the contribution to London's sustainable development and regeneration including improved connectivity
- o the extent of any additional traffic and any effects it may have on the locality, and the extent to which congestion is reduced
- o how net benefit to London's environment can be provided
- o how conditions for pedestrians, cyclists, public transport users, freight and local residents can be improved
- o how safety for all is improved
- o proposals should show, overall, a net benefit across these criteria when taken as a whole. All proposals must show how any dis-benefits will be mitigated.

6.4 The principle of the construction of a new road to replace the stopped-up road was established under the outline permission in both the original outline permission (2014 consent) and the s73 permission (2015 consent). The original existing public roads within the development site (namely, Silver Road, Relay Road and the majority of Ariel Way) were stopped up in March 2014 and ceased to become public highway. The construction of a replacement road is therefore welcomed by the Council as it will provide an east-west/west-east vehicular access route through the site which will restore the vehicular connectivity between the areas east and west of the site, whilst serving the development site as it is built in various phases. Officers recommend that

the road is constructed and completed before the opening of the retail component and that it shall be open 24 hours, 7 days a week. A s106 agreement is recommended to cover both of these points.

Design

Highway design

6.5 The proposed road would be classed as a local access road. Policy J6 of the DM Local Plan (2013) states that development will not be permitted if it would prejudice the effectiveness of these roads to provide safe and convenient access to individual properties, or result in their use by through traffic. Policy J1 states that all development proposals will be assessed for their contribution to traffic generation and their impact on congestion, particularly on bus routes and on the primary route network.

6.6 Beginning with the western section of the road, the road will join Wood Lane at the existing junction. The junction itself is not included within the red line of the site and so the proposal does not include any amendments to the junction. However, Highway Officers have advised that all work on this section of the public highway shall be undertaken via a S278 agreement with the Council to ensure that the join between the new and existing road is satisfactory and to ensure that the existing pedestrian crossing is adequate for the increase in pedestrian movement from the development. The existing signalised pedestrian crossing is within the red line plan of the application and the proposal does not include any changes to the crossing as the re-alignment commences just to the east of the crossing.

6.7 On the south side of Ariel Way, 70m east of Wood Lane, a new exit from the bus station for buses travelling east to the new bus layover is proposed. Yellow box road markings are proposed to ensure that buses can exit the bus station when vehicles are queuing on the westbound approach to the Wood Lane signalised junction. As the Council will remain as the traffic authority for the road, a Road Traffic Management and Enforcement Strategy is required. The Strategy shall include details of camera locations, registered service vehicles, compatibility with Council CCTV system and monitoring.

6.8 A taxi/valet drop-off area is proposed to the north of Ariel Way, between Wood Lane and the eastern point of egress from White City Bus Station on the southern side of Ariel Way. Officers recommend condition 8 which requires details of the capacity, layout and design of the new taxi drop-off bay to ensure that there are adequate facilities for taxis serving the development.

6.9 To the east of the taxi area, on the south side of Ariel Way, 150m east of Wood Lane, is the priority junction with the DIMCO service road which provides access to the new service yard proposed under the Mall Extension (which is being considered as part of the reserved matters scheme), the existing London Underground Limited car park, the existing bus station and the existing Phase 1 service yard. Points of egress and ingress to the DIMCO service road would be possible at this junction from both Wood Lane and the West Cross Route.

6.10 The approved podium structure that extends northwards of the existing shopping centre is approximately 150m east of Wood Lane. The new re-aligned Ariel Way would pass under the podium at this point. The podium would contain the new retail extension

and public room (Plot A), the residential blocks (Plots C and K) and the podium level streets/public realm (Silver Walk, Ariel Walk, Ariel Way Pocket Park). The road would contain a variable width central reserve that is provided for structural columns to support the buildings above from 155m to 250m east of Wood Lane.

6.11 Vehicle restraint barriers will be provided on each side of the central reserve to protect the structural columns. 200m east of Wood Lane, Ariel Way passes over the top of the existing LUL westbound central line tunnel. This is the highest point of the proposed Ariel Way alignment at approximately +8.10m AOD. The level has been set to provide maximum headroom clearance from the Ariel Way carriageway finished surface to the underside of the proposed mall extension structure at Level 40.

6.12 From the high point above the LUL westbound tunnel, the carriageway is graded down at a nominal gradient of 1V:200H until reaching grid-line 39. The finished carriageway levels achieved at grid line 39 ranges from +7.62m to +7.860m. From grid line 39 the down gradient increases to 1V:125H to tie in with the mini roundabout at Marathon Way.

6.13 On the south side of Ariel Way approximately 210m east of Wood Lane, is a junction with a link road providing access from the existing Phase 1 car park and the new service yard exits to the westbound lane of Ariel Way. Nearby and to the east of that link road is a junction with another link road connecting the westbound lane of Ariel Way to the eastbound carriageway of the H-Junction ramp.

6.14 Further east on the north side of Ariel Way, approximately 260m east of Wood Lane, is the access to the basement car park, the Anchor Store service yard and the proposed bus layover. TfL require the provision of a right turn only into the bus layover in the event that the bus station is closed in an emergency. Officers recommend that this provision is secured via the s106 legal agreement.

6.15 On the north side of Ariel Way, centred around 300m east of Wood Lane is the egress ramp from the proposed bus layover. One main egress is provided with extra width to the east in case of a blockage of the main exit lane. Yellow box road markings are provided within Ariel Way to ensure egress from the bus layover if eastbound traffic is queuing on the approach to the roundabout junction. Whilst traffic signals are not proposed, the layout does not preclude the introduction of traffic signals at a later date.

6.16 A 3.25 metre wide bus lane is provided on the south side of Ariel Way, commencing opposite the exit from the bus layover. The bus lane extends westwards to the junction with the Dimco service road. Whilst the modelling work undertaken by the Vectos Transport Consultants demonstrates that there is limited benefit of the bus lane, it has been included in the proposal at a request of TfL to address concerns in relation to the queuing at Wood Lane/Ariel Way Junction, particularly during peak times. The modelling demonstrates that an eastbound bus lane is not required and this is not included in the proposal

6.17 At the eastern end of Ariel Way there is a mini-roundabout junction that provides access to the proposed residential development car park which will be via Marathon Way. The mini-roundabout has an inscribed circle diameter of 26.0 metres. The need for a central island requires further coordination with the residential structure (to come forward at a later stage) above, as there is a desire to locate structural columns within the centre.

6.18 South of the mini-roundabout, travelling south, there is a dedicated right turn lane that provides access to a single lane access road leading to the roof top car park access ramp. This junction is located under the existing H-Junction development access bridge.

6.19 On the northbound approach to the roundabout there is a slip road for service vehicles which are destined for the new service yard located underneath the mall extension. The slip road exits at a priority junction with the proposed bus lane. TfL have agreed to the principle of combining the use of the bus lane with service vehicles. However, as the Council are still the traffic authority for the site, a Management and Enforcement Strategy is required to provide details on how mis-use of the bus lane will be enforced and this will be secured via a s106.

6.20 On the south side of Ariel Way, south of the bus lane at approximately 235m east of Wood Lane, there is a junction with a single lane egress road from the basement car park ramp BM-B. Another egress lane from the basement car park ramp BM-B and the Level 60 car park ramp turn to the south and merge before entering the dedicated north lane of the ramp leading to the H-Junction. Proposed lane widths on Ariel Way are typically 3.25m, except where widened on curves to accommodate turning HGV's or buses.

Adoptable standards and road maintenance

6.21 Highways officers have confirmed that the road should be built to adoptable standards so that it is possible for the road to be adopted by the Council in the future. The Council must approve the following in order to certify that the road has been built to adoptable standards and this will be secured via a s106 legal agreement:

- o The detailed design must meet checked and approved;
- o Stage 2 Road Safety Audit should follow the detailed design;
- o The highway authority will need to be granted access to inspect the construction of the road and issue a certificate of approval; and
- o Following completion of the road works, a Stage 3 Road Safety audit will be requested for approval.

Landscaping

6.22 Highways officers have also asked that signage is installed to the Council's requirements and this would also fall under checking the detailed design of the road.

6.23 No details on the design of the hard landscaping within the red line application site have been approved and so conditions are recommended which require details of all surface treatments, hard and soft landscaping, street furniture and lighting. The public realm treatment will be needed to be in accordance with the Council's Street-smart standards and this will be set out in the accompanying s106.

Impact on Listed Buildings

6.24 It is key to the assessment of the application that the decision making process is based on the understanding of specific duties in relation to listed buildings and Conservation Areas required by the relevant legislation, particularly the Section 66 and Section 72 duties of the Planning (Listed Buildings and Conservation Areas) Act 1990 set out below together with the requirements set out in the NPPF. Section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires that: 'In considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority or, as the case may be, the Secretary of State shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses. 'Section 72 of the above 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 shall be paid to the desirability of preserving or enhancing the character or appearance of that area.'

6.25 Officers acknowledge that there is a strong statutory presumption under the Planning (Listed Building and Conservation Areas) Act 1990 and as reflected in recent case law against the grant of planning permission for any development which would either (1) fail to preserve the setting or special architectural or historic character of a listed building or (2) fail to preserve the character or appearance of a conservation area. The desirability of preserving the special architectural or historic interest of a listed building or its setting, or the character or appearance of a Conservation Area or its setting are therefore matters to be given considerable importance and weight in the assessment of any development proposals.

6.26 The NPPF(2012) core planning principle 17 states that planning should conserve heritage assets in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of this and future generations. 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' (para 129 of the NPPF). 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 or loss should require clear and convincing justification. Substantial harm to or loss of a grade II listed building, park or garden should be exceptional. Substantial harm to or loss of designated heritage assets of the highest significance, notably scheduled monuments, protected wreck sites, battlefields, grade I and II* listed buildings, grade I and II* registered parks and gardens, and World Heritage Sites, should be wholly exceptional.'

6.27 London Plan Policy 7.8 (Heritage Assets and Archaeology) states that development should identify, value, conserve, restore, re-use and incorporate heritage assets, where appropriate. Core Strategy Policy BE1 (Built Environment) states that all development within the borough, including in the regeneration areas should create a high quality urban environment that respects and enhances its townscape context and

heritage assets. DM Local Plan Policy DM G7 seeks to protect, restore or enhance the quality, character, appearance and setting of the borough's heritage assets.

6.28 The above policies require consideration of the impact of a proposal on heritage assets. The Grade II listed DIMCO buildings are located to the east of the existing bus station and the service road runs around the east and south of the buildings. The existing bus layover is located within the eastern DIMCO building and the re-location to the new layover would free up this part of the building for re-use. The applicant has indicated that it is their intention to bring forward proposals for alternative uses within the DIMCO buildings in the future and officers are supportive of the principle of incorporating the re-use of the DIMCO buildings into the wider development scheme. Officers are further satisfied that the proposed development would not prejudice the future reuse of the DIMCO buildings and that adequate pedestrian access and servicing for any new use could be provided.

6.29 Although the DIMCO buildings themselves are not located within the application site boundary, the public realm immediately around the buildings is. In the existing situation, the DIMCO buildings are bound by the road network. The proposed re-alignment of the existing road to the bus station/service yards does result in the public realm between the road the DIMCO being reduced. However, it is not considered to materially alter the proximity of vehicles to the DIMCO buildings. This application does not include details of the public realm immediately around the perimeter of the DIMCO buildings. A condition requiring details of the hard and soft landscaping within the site will be added should the permission be granted which will allow officers to assess the quality of the public realm around the DIMCO buildings.

6.30 Officers welcome the opportunity to enhance the setting of the DIMCO buildings and the surrounding public realm and the potential for the reuse of the DIMCO buildings. The proposed development would preserve the setting of the listed buildings. For these reasons, officers consider that the proposed development is in accordance with NPPF including core planning principle 17 and para 132, London Plan Policy 7.8 (Heritage Assets and Archaeology) Core Strategy (2012) Policy BE1 (Built Environment) and DMLP Policy DM G7 (Heritage and Conservation).

Cleaners facility alterations

6.31 The existing cleaners facility is a single storey tear-dropped shaped building located on a traffic island in front of the Grade II listed DIMCO buildings. It is currently accessible for TfL employees use only and includes a cleaners store, bin store and PR room.

6.32 The road proposal includes a new point of egress from the bus station on the southern side of Ariel Way. To make way for the new exit road, the existing traffic island in front of the DIMCO buildings needs to be shortened and reduced and the existing cleaners facility will be demolished. A new cleaners facility will be erected on the proposed traffic island which would sit in front of the western DIMCO building. It would have a similar appearance and layout to the existing facility with a tear-drop shape and would measure 10m in length and 5.5 in width.

6.33 The cleaners facility would be finished in lightweight render and a railing would be included around the building which would be set on the kerb. Officers recommend

condition 3 which requires details of the materials to be used on the elevations to be submitted for approval.

6.34 Subject to the materials, it is considered that the proposed cleaners facility would not adversely impact on the setting of the listed DIMCO buildings as it is of an appropriate design, size and scale in accordance with the NPPF including core planning principle 17 and para 132, London Plan Policy 7.8 (Heritage Assets and Archaeology) Core Strategy (2012) Policy BE1 (Built Environment) and DMLP Policy DM G7 (Heritage and Conservation).

Impact on the Highway network

6.35 The operation of the proposed road layout and the impact of the wider development scheme has been analysed and assessed in the Cordoned VISSM Model for both the 2013 application and the 2015 S73 outline applications.

6.36 A transport assessment was submitted with the current application which assessed the impacts of the proposed layout on the scheduled bus services; Westfield traffic during construction phases; the future scenario after completion of the proposed expansion of the site; and the future scenario including the wider comprehensive development schemes within the White City Opportunity Area as envisaged by Scenario B in the WCOAPF (2013).

6.37 The assessment concludes that the journey times for the amended proposed traffic forecasts are similar to those recorded with the 2013 application. LBHF Highways Officers along with TfL have reviewed the revised Transport Assessment associated with the current application and concur with the findings. It is therefore considered that the impacts on the Highways network would not be materially different as a result of the amended road layout from the approved development scheme, and any traffic impacts could be accommodated, subject to the infrastructure improvements secured within the s106 obligations (associated with the extant scheme).

6.38 TfL have reviewed the amended road layout in order to scrutinise the bus journey times and movements, given the wider scheme includes reprovision of the bus layover facilities and new bus routes. TfL advises that the new road layout will not have a material impact on the highway network in regard to bus trips. Details of the bus impacts are discussed in paras 6.37-6.40 of this report.

Access

Vehicular access - cars

6.39 The applicant has submitted plans which identify car journeys around the site. The plans demonstrate that it is possible to travel between Wood Lane and the West Cross Route by car which would be aided by way of signage. The submitted plans also demonstrate the accesses and egresses to the existing Westfield London car park and the proposed basement and roof level car parks which are provided in several locations, that would be signposted.

6.40 Cars coming from Wood Lane would continue until the roundabout with Marathon Way and then go back on themselves and turn left up to the H-junction to meet the West Cross Route. Cars travelling in an East to West direction would drive down the H-

junction ramp and then turn back round to the left to meet the roundabout where they would take the first exit to continue on to Wood Lane.

6.41 The proposed northern car park at the basement level (level 10) below the Anchor Store will be accessed via a left turn from Ariel Way for customers coming from Wood Lane and via a right turn from Ariel Way for customer driving from the H junction. Customers would drive into the car park down a ramp and would turn left into the car park. Customers would exit the Anchor Store car park at basement level via a ramp up to Ariel Way to provide a route out onto Wood Lane.

6.42 Two levels of roof top car parking are proposed at levels 60 and 63 above the Mall Extension. Customers driving from the H-junction would access the roof top car parks by taking the left turn on the road that continues to the entrance of the existing car parks. They would then drive back below the H-junction and follow the road round up to the circular vehicular ramp. From Wood Lane, customers would drive along Ariel Way to where it meets Marathon Way and would turn right up to the roof top car parks. To exit the roof top car park, customers would drive down the ramp and exit up the H junction or continue down the vehicular ramp and turn left onto Ariel Way to exit onto Wood Lane.

6.43 Although there would be numerous entrances and egresses connected to the new road from the various car parks, service yards and the bus layover facility, it is considered that the proposals ensure vehicular routes (for cars) are clear and the layout is sufficiently legible subject to adequate signage. Given large parts of the new road are below the proposed podium structure (as approved by way of the outline permission) and the lack of obvious east to west movements, it is considered the proposals will deter most vehicles from using the new Ariel Way as a rat run or a detour if moving east-west. As such, the traffic modelling carried out by Westfield envisages that the proposals would not significantly affect the wider highways network in terms of car traffic.

Vehicular access - Buses

6.44 Extensive modelling on the impact of the road re-alignment on the existing bus routes has been carried out and this has been reviewed by TfL who have no objection to the road re-alignment. The 2013 modelling concluded that the level of change in bus journey times would not have a material impact on bus schedules or the level of service passengers receive.

6.45 Buses which have dropped off passengers and are out of service will exit the bus station from the point of egress in front of the DIMCO and continue straight on, turning left into the bus layover. A condition will be added requiring a right turn into the bus layover in emergencies.

6.46 From Wood Lane buses will either turn right into the bus station or continue on to Eastern Access Road via the roundabout. Buses travelling in a westerly direction will join the bus lane and continue on to either Wood Lane or the bus station.

Vehicular access - Service vehicles

6.47 The new road has been designed in order to facilitate service vehicles given the need to accommodate significant deliveries and servicing activities of the retail

extension. There are to be servicing yards located within the Mall Extension and to the Anchor Store in order to meet the requirements of the occupiers.

6.48 Access to the service yard beneath the Mall Extension would be from the H junction via a left turn into the access road or a right turn from Wood Lane into the access road. Service Vehicles would then turn left into the new service yard or continue round to the existing service yard beneath the existing centre. Service vehicles would exit the new service yard by joining the existing car park exit via the H Junction or they would continue back along the service road to exit onto Wood Lane. A service management strategy is recommended to be secured via the s106 agreement to provide details that ensure that drivers know the routes which they will need to take to service the different service yards.

6.49 Access to the Anchor Store service yard is only possible from Wood Lane via a left turn from Ariel Way. Service vehicles would exit the service yard via a left turn only onto Ariel Way to the roundabout with Marathon Way. Following the roundabout they would continue back down Ariel Way and have the option of a left turn up to the H junction or continuing on to Wood Lane.

Pedestrian access

6.50 The applicant has provided pedestrian desire lines which show where the main pedestrian routes will be throughout the development site. The plan shows that the main anticipated external pedestrian route across the road will be via the existing pedestrian crossing located close to the junction with Wood Lane towards the main entrances of the Retail Extension. Details of the public realm to support the route either side of the crossing will be submitted via the hard landscaping condition.

6.51 A stretch of pavement will be included on the north side of Ariel Way which would allow pedestrians to walk underneath the mall extension to Marathon Way, however this will be primarily be for staff and the public would be discouraged from doing so (except in in emergencies). A pavement would not be provided on the south side of Ariel Way beneath the extension. A pedestrian crossing is located across the bus station access road although this would be for emergency access only.

Cyclist access

6.52 The proposals do not make provision for cycle lanes along Ariel Way, although there is nothing to prevent cyclists from using it as a route between Wood Lane and Shepherd's Bush. Notwithstanding this, the road layout is such that the cyclist would generally be discouraged from using the route under the podium which is consistent with the former Ariel Way that did not contain provision for cycle lanes. Instead, cyclists will be encouraged to use the dedicated car-free cycle lanes proposed along White City Green and Marathon Way which would be built out as part of the wider development scheme. These routes will include appropriate signage and way finding which would ensure there is sufficient provision of facilities for cyclists across the site, that negates the need to provide further defined routes below the podium in less cycle friendly environments.

Environmental Considerations

Air Quality

6.53 Policy 7.14 (Improving Air Quality) of the London Plan (2015) requires that development proposals should be at least 'air quality neutral' and not lead to further deterioration of existing poor air quality. Policies CC1 of the Core Strategy (2011), DM H1 (Reducing carbon dioxide emissions) and DM H8 (Air Quality) of the Development Management Local Plan (2013) seek to reduce the potential adverse air quality impacts of new major developments.

6.54 The Council's Air Quality officers have reviewed the submission and have advised that the scheme triggers the requirement for an air quality assessment as the proposal introduces a new junction/removes an existing junction near to relevant receptors and involves the re-alignment of a road. Although an air quality assessment was completed for the outline scheme, a number of existing and proposed receptors are already predicted to experience air quality above the air quality objective for nitrogen dioxide and it should be established the road re-alignment and bus layover development would lead to further air quality impacts.

6.55 Officers therefore recommend that conditions 11, 12 and 13 are added should planning permission be granted to ensure that the road re-alignment development complies with Policy 7.14 of the London Plan (2015), policy CC1 of the Core Strategy (2011), and Policies DM H1 and DM H8 of the Development Management Local Plan (2013).

Equalities impact

6.56 Section 149 of the Equality Act (2010) which sets a Public Sector Equality Duty (PSED) came into force in April 2011 and requires the Council to consider the equality impacts on all protected groups when exercising its functions. In the case of planning, equalities considerations are factored into the planning process at various stages. The first stage relates to the adoption of planning policies (national, strategic and local) and any relevant supplementary guidance. A further assessment of equalities impacts on protected groups is necessary for development proposals which may have equality impacts on the protected groups.

6.57 With regards to this application, all planning policies in the London Plan, Core Strategy, DM Local Plan and National Planning Policy Framework (NPPF) which have been referenced, where relevant, in this report have been considered with regards to equalities impacts through the statutory adoption processes, and in accordance with the Equality Act 2010 and Council's PSED. Therefore, the adopted planning framework which encompasses all planning policies which are relevant in officers assessment of the application are considered to acknowledge protected equality groups, in accordance with the Equality Act 2010 and the Council's PSED.

6.58 The Council's statutory duty under the Equality Act 2010 applies to planning decision making. In the consideration of all planning applications the Council has to have regard to all relevant planning policies available at the time unless material considerations indicate otherwise.

6.59 The protected characteristics to which the Public Sector Equality Duty (PSED) applies now include age as well as the characteristics covered by the previous equalities legislation applicable to public bodies (i.e. disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, sexual orientation, religion or belief and sex).

6.60 Section 149 of the Equality Act (2010) requires the Council to have due regard to the need to (a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act; (b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it; (c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it. This means that the Council must have due regard for the impact on protected groups when exercising its functions, and case law establishes that this must be proportionate and relevant, and does not impose a duty to achieve results.

6.61 The road will be accessible to all a s106 is recommended to ensure that it is open 24 hours. The detailed design of the hard and soft landscaping around the road and the taxi drop off area will be submitted to the Council for approval so that factors such as pavement width, texture, signage etc. can be considered to ensure equal access for all. In conclusion, it is considered that LBHF has complied with section 149 of the Equality Act and has had due regard to provision of the Equality Impact of the proposed development in its consideration of this application.

S106 obligations

6.62 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.

6.63 The Community Infrastructure Levy Regulations - CIL Regulations (2010) set out a number of tests to ensure the application of planning obligation is sound. These tests state that planning obligations must be:

- (1) necessary to make the development acceptable in planning terms,
- (2) directly related to the development,
- (3) fairly related in scale and kind to the development

6.64 A Legal Agreement is proposed for the development in to secure the necessary infrastructure and non-infrastructure to mitigate the needs of the proposed development and ensure the proposal is in accordance with the statutory development plan. The nature of the proposal, involving works to public highways, means that an agreement under s.278 of the Highways Act 1980 may also be necessary.

6.65 The applicant has agreed to enter into a legal agreement(s) under Section 106 of the Town and Country Planning Act 1990 (As Amended) and S278 of the Highways Act 1980.

Heads of Terms

6.66 The proposed legal agreement would incorporate the following heads of terms:

- o Road to be built to adoptable standards and to the reasonable satisfaction of the Council;
- o Provision of access at all times for all modes of transport along Ariel Way;
- o Not to open the Retail Component until the road has been constructed and completed (to adoptable standards);
- o Road management and enforcement strategy to prevent the misuse of the bus priority lane and yellow boxes. Cost of linkages and necessary equipment to be covered by the developer and installed to the reasonable satisfaction of the Council.
- o Road must be maintained and repaired;
- o Service management strategy;
- o Provision of a right turn emergency access into the bus layover;
- o Section 278 to cover all necessary highways works where affecting public highways;
- o Phasing of the road construction with the replacement layover facilities (subject to concurrent application 2015/05684/FUL) and the phasing out of the existing bus layover facility at the DIMCO East building.

7.0 CONCLUSION

7.1 Overall, the proposed access arrangements for the scheme are considered to be acceptable subject to conditions and s106 obligations. The proposed amendments to Ariel Way will simplify access arrangements for buses to White City Bus Station as access will be via a priority junction instead of the original signal controlled roundabout.

7.2 The proposed development would preserve the settings of the adjacent heritage assets including the setting of the Grade II listed Dimco Buildings which it is desirable to preserve in accordance with s.66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 and the setting of the Wood Lane Conservation Area which it is desirable to preserve in accordance with s.72 of the Planning (Listed Buildings and Conservation Areas) Act 1990.

7.3 Together with the bus layover scheme, the proposals would result in the eastern DIMCO building being freed up, to allow a future use which has the potential to enhance the character and special interest of the listed buildings in line with the objectives of the WCOAPF. Subject to conditions, the proposals are considered to provide safe, direct and efficient access to Westfield London (including Phase 2) which would benefit all users. Officers consider that that development is in accordance with the National Planning Policy Framework (2012) including para 132, the London Plan (2015), the Core Strategy (2011) and the Development Management Local Plan (2013).

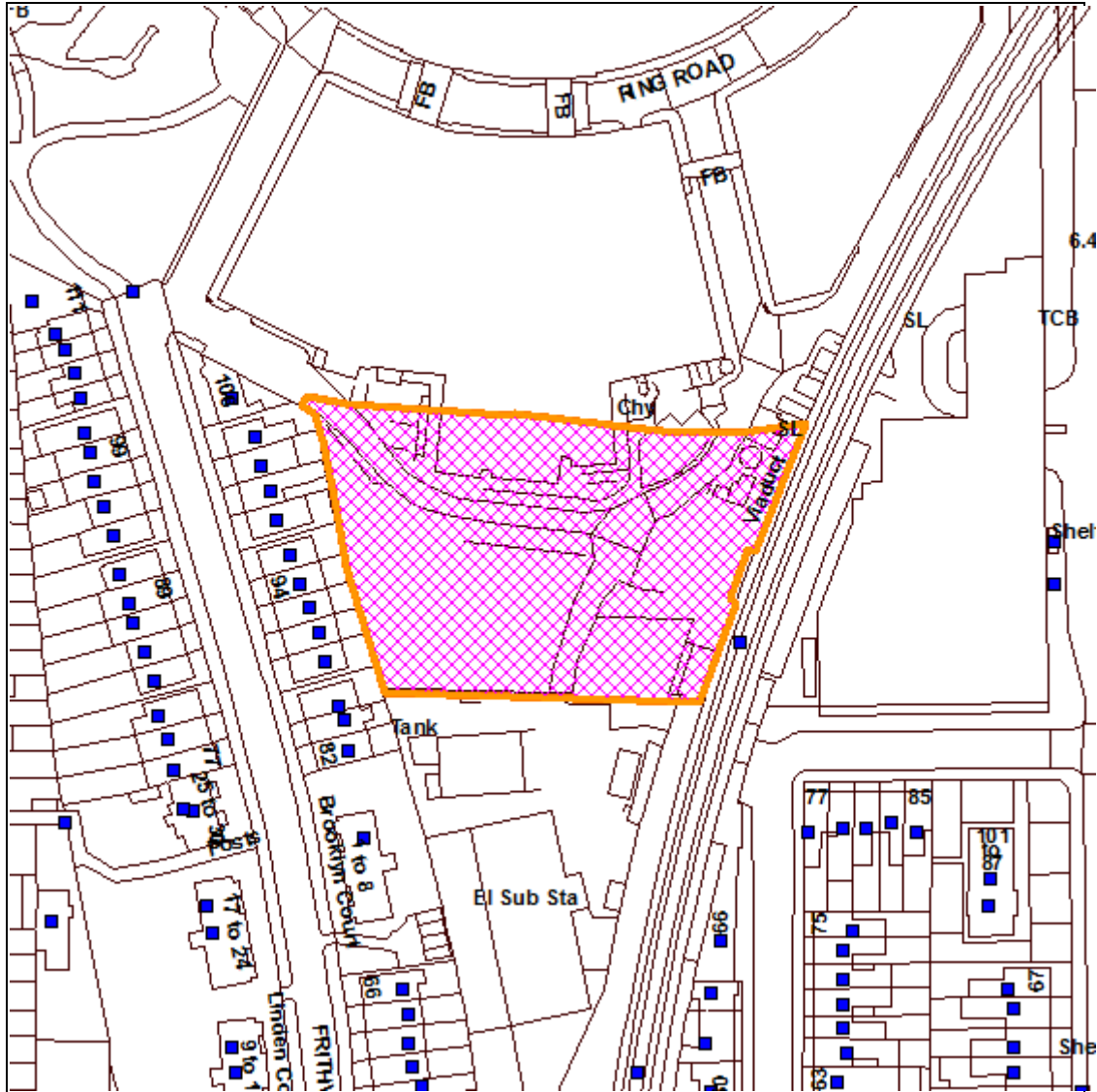
8.0 RECOMMENDATION

8.1 Grant Planning Permission subject to s106 agreement and conditions.

Ward: Shepherd's Bush Green

Site Address:

Former BBC Television Centre Wood Lane London W12



© Crown Copyright. All Rights Reserved. London Borough Hammersmith and Fulham LA100019223 (2013).

For identification purposes only - do not scale.

Reg. No:
2016/03970/RES

Case Officer:
Neil Button

Date Valid:
06.09.2016

Conservation Area:
Wood Lane Conservation Area - Number 42

Committee Date:
08.02.2017

Applicant:

Stanhope Plc
c/o Agent

Description:

Submission of reserved matters relating to scale, layout, access, external appearance and landscaping for Development Plot F (former Dodd's Yard) comprising the erection of 21 x four storey townhouses with basement levels and one x two storey dwelling including provision of balconies and private amenity spaces, associated car parking spaces, central 'Village Green' and associated public realm works pursuant to planning permission 2016/01373/VAR (granted 6th September 2016) in accordance with Condition 1(ii).

Drg Nos: See condition 1

Application Type:

Submission of Reserved Matters

Officer Recommendation:

That the application be approved subject to the condition(s) set out below:

1) APPROVED DRAWINGS

The development shall be carried out and completed in accordance with the following approved drawings and documents:

- W1 (PL) 001 WEST HOUSE TYPE 1 PLAN - (Basement - First)
- W1 (PL) 002 WEST HOUSE TYPE 1 PLAN - (Second - Roof)
- W1 (PL) 101 WEST HOUSE TYPE 1 SECTION - (AA, BB)
- W1 (PL) 102 WEST HOUSE TYPE 1 SECTION - (CC)
- W1 (PL) 201 WEST HOUSE TYPE 1 ELEVATION - (front)
- W1 (PL) 202 WEST HOUSE TYPE 1 ELEVATION - (rear)
- W2 (PL) 001 WEST HOUSE TYPE 2 PLAN - (Basement - First)
- W2 (PL) 002 WEST HOUSE TYPE 2 PLAN - (Second - Roof)
- W2 (PL) 201 WEST HOUSE TYPE 2 ELEVATION - (front)
- W2 (PL) 202 WEST HOUSE TYPE 2 ELEVATION - (rear)
- W3 (PL) 001 WEST HOUSE TYPE 3 PLAN - (Basement - First)
- W3 (PL) 002 WEST HOUSE TYPE 3 PLAN - (Second - Roof)
- W3 (PL) 101 WEST HOUSE TYPE 3 SECTION - (AA, BB)
- W3 (PL) 201 WEST HOUSE TYPE 3 ELEVATION - (front)
- W3 (PL) 202 WEST HOUSE TYPE 3 ELEVATION - (rear)
- W3 (PL) 203 WEST HOUSE TYPE 3 ELEVATION - (north)
- E1 (PL) 001 EAST HOUSE TYPE 1 PLAN - (Basement - First)
- E1 (PL) 002 EAST HOUSE TYPE 1 PLAN - (Second - Roof)
- E1 (PL) 101 EAST HOUSE TYPE 1 SECTION - (AA, BB)
- E1 (PL) 102 EAST HOUSE TYPE 1 SECTION - (CC)
- E1 (PL) 201 EAST HOUSE TYPE 1 ELEVATION - (front)
- E1 (PL) 202 EAST HOUSE TYPE 1 ELEVATION - (courtyard)
- E1 (PL) 203 EAST HOUSE TYPE 1 ELEVATION - (rear)
- E2 (PL) 001 EAST HOUSE TYPE 2 PLAN - (Basement - First)
- E2 (PL) 002 EAST HOUSE TYPE 2 PLAN - (Second - Roof)

E2 (PL) 101	EAST HOUSE TYPE 2 SECTION - (AA)
E2 (PL) 201	EAST HOUSE TYPE 2 ELEVATION - (garden)
E3 (PL) 001	EAST HOUSE TYPE 3 PLAN - (Basement - First)
E3 (PL) 002	EAST HOUSE TYPE 3 PLAN - (Second - Roof)
E3 (PL) 201	EAST HOUSE TYPE 3 ELEVATION - (front)
E3 (PL) 202	EAST HOUSE TYPE 3 ELEVATION - (rear)
E4 (PL) 001	EAST HOUSE TYPE 4 PLAN - (Basement - First)
E4 (PL) 002	EAST HOUSE TYPE 4 PLAN - (Second - Roof)
E4 (PL) 101	EAST HOUSE TYPE 4 SECTION - (AA)
E5 (PL) 001	EAST HOUSE TYPE 5 & 6 PLAN - (Basement - First)
E5 (PL) 002	EAST HOUSE TYPE 5 & 6 PLAN - (Second - Roof)
E5 (PL) 101	EAST HOUSE TYPE 5 SECTION - (AA, BB)
E5 (PL) 102	EAST HOUSE TYPE 5 SECTION - (CC)
E5 (PL) 201	EAST HOUSE TYPE 5 ELEVATION - (front)
E5 (PL) 202	EAST HOUSE TYPE 5 ELEVATION - (rear)
E5 (PL) 203	EAST HOUSE TYPE 5 & 6 ELEVATION - (north)
E5 (PL) 204	EAST HOUSE TYPE 4, 5 & 6 ELEVATION - (east)
X (PL) 001_A	SITE PLAN
X (PL) 002	RED LINE SITE PLAN
X (PL) 003	RED LINE SITE PLAN (with Plot F overlaid)
X (PL) 201	SITE ELEVATION - (north & south)
X (PL) 202	SITE ELEVATION, EAST TERRACE - (front & rear)
X (PL) 203	SITE ELEVATION, WEST TERRACE - (front & rear)

Reason: To ensure full compliance with the application hereby approved and to prevent harm arising through deviations from the approved plans, in accordance with Policy BE1 of the London Borough of Hammersmith and Fulham Core Strategy (2011) and Policies DM G1 and DM G7, of the Development Management Local Plan (2013).

2) DETAILS AND SAMPLES OF MATERIALS

Notwithstanding the details shown on the approved drawings, prior to the commencement of the relevant part of the development hereby approved, details and samples of the materials to be used on all external faces including the brick(s), doors, windows, railings/balustrades, metalwork, and roofs of the buildings shall be submitted to and approved in writing by the Local Planning Authority. A sample panel of the materials shall also be built on site for inspection and approval of the Local Planning Authority's Urban Design and Conservation Officer prior to the commencement of development. The development shall be implemented in accordance with the approved details.

Reason: To ensure a satisfactory external appearance and to prevent harm to the visual amenity of the street scene and public realm, in accordance with policies 7.1 and 7.5 of the London Plan (2016), policy BE1 of the Core Strategy (2011) and policies DM G1, DM G2, and DM G7 of the Development Management Local Plan (2013).

3) DETAILS OF FENESTRATION

Notwithstanding the details shown on the approved drawings, prior to the commencement of the relevant part of the development hereby approved, detailed

drawings at a scale of not less than 1:20 in plan, section and elevation of typical fenestration details including method of opening shall be submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the approved details.

Reason: To ensure a satisfactory external appearance and to prevent harm to the visual amenity of the street scene and public realm, in accordance with policies 7.1 and 7.5 of the London Plan (2016), policy BE1 of the Core Strategy (2011) and policies DM G1, DM G2 and DM G7 of the Development Management Local Plan (2013).

4) CCTV

Prior to the commencement of the relevant part of the development hereby approved, details (including size, height and design) and locations of all CCTV cameras shall be submitted to and approved in writing by the Local Planning Authority. The development shall not be occupied until the CCTV cameras have been installed in accordance with the approved details. The CCTV cameras shall be permanently retained thereafter.

Reason: To ensure a safe and secure environment, in accordance with policy 7.3 of the London Plan (2016), policy BE1 of the Core Strategy (2011) and policy DM G1 of the Development Management Local Plan (2013).

5) EXTERNAL ALTERATIONS TO THE BUILDING

No alterations shall be carried out to the external appearance of the building, including the installation of air conditioning units, ventilation fans, extraction equipment not shown on the approved drawings, without permission first being obtained from the Local Planning Authority. Any such changes shall be carried out in accordance with the approved details.

Reason: To ensure a satisfactory external appearance and to prevent harm to the amenities of the occupiers of neighbouring residential properties, in accordance with Policy BE1 of the Core Strategy (2011) and Policies DM G1 and G7 of the Development Management Local Plan (2013).

6) FIXTURES TO THE BUILDING

Save for the details shown on the approved drawings, no plumbing, extract flues or pipes, other than rainwater pipes shall be fixed on the external elevations of the development hereby approved, unless otherwise agreed in writing by the Council.

To ensure a satisfactory external appearance and to prevent harm to the street scene and the conservation area, in accordance with Policy BE1 of the Core Strategy (2011) and policies G1 and G7 of the Development Management Local Plan (2013).

7) NO PLANT OR WATER TANKS

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

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

8) BACK RESTS TO PUBLIC REALM SEATING

Notwithstanding the information on the approved plans, prior to the installation of the seating areas within the Village Green, details of the proposed integral seating and benches which include back-rests to aid people of restricted mobility within the development Plot, shall be submitted to and approved in writing by the Local Planning Authority. The seating and benches shall be implemented in accordance with the approved details and shall be permanently retained thereafter.

To ensure the proposed works in the public realm are fully inclusive and accessible in accordance with policies 3.1 and 7.2 of the London Plan (2016), policies BE1 and OS1 of the Core Strategy (2011) and DM E2 of the Development Management Local Plan (2013).

Justification for Approving the Application:

- 1) The principle for residential dwellings of the townhouse typology is considered to be acceptable in respect of the proposed Plot F reserved matters application and would be wholly in accordance with the outline permission ref: 2016/01373/VAR, in addition to the raft of Housing policies in respect of the housing mix, standard of accommodation, external amenity and car/cycle parking in accordance with Development Management Local Plan policies DM J2, DM J5, DM E2, DM A2, DM A3, DM A4 and DM A9, Core Strategy policies BE1, H4 and T1, London Plan policies 3.5 and 3.8 and LBHF's SPD policies 1, 8 and 21.

The proposed details of the scale, layout, appearance, means of access and landscaping in respect of the Plot F development are considered to be fully compliant with the design codes and approved parameter plans pursuant to the outline planning permission (ref: 2016/01373/VAR). Therefore, the proposed details would result in a high quality group of buildings within an attractive and well designed public realm, which would enhance the appearance of the Wood Lane Conservation Area and would respect the character of the surrounding residential environment to the south and west of the site in accordance with Development Management Local Plan Policies DM E1, DM E4, DM G1 and DM G7, Core Strategy Policies BE1, WCOA and WCOA1 and London Plan policies 7.1, 7.2, 7.3 and 7.8 and LBHF's SPD policies 1, 10, 48 and 55.

The proposed Plot F development, as detailed in the reserved matters submission, will not result in additional environmental impacts above that of the 2014 Environmental Statement (which accompanied the outline planning permission) and subsequent addendums, with regards to amenity, noise and vibration, air quality, socio-economic, townscape and heritage, transport, waste, archaeology,

sustainability, crime, flood risk, drainage and water run-off, microclimate, ecology or ground conditions. Therefore, it is considered that the proposals are compliant with Development Management Local Plan policies DM H1, DM H2, DM H4, DM H6, DM H7, DM H8, DM H9 , Core Strategy policies BE1, T1, CC1 and CC4 and London Plan policies 5.21, and LBHF's SPD policies 3, 4 and 8.

LOCAL GOVERNMENT ACT 2000 LIST OF BACKGROUND PAPERS

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

Application form received: 5th September 2016

Drawing Nos: see above

Policy documents: National Planning Policy Framework (NPPF) 2012
The London Plan 2016
LBHF - Core Strategy Local Development Framework 2011
LBHF - Development Management Local Plan 2013
LBHF - Planning Guidance Supplementary Planning Document
2013

Consultation Comments:

Comments from:	Dated:
Historic England London Region	03.10.16
Thames Water - Development Control	19.09.16
Transport For London - Land Use Planning Team	06.10.16

Neighbour Comments:

Letters from:	Dated:
67 Wood Lane London W12 7DP	23.09.16

1.0 BACKGROUND

1.1 This planning report relates to an application for the submission of reserved matters relating to scale, layout, access, external appearance and landscaping for Development Plot F (former Dodd's Yard) comprising the erection of 21 x four storey townhouses with basement levels and one x two storey dwelling including provision of balconies and private amenity spaces, associated car parking spaces, central 'Village Green' and associated public realm works pursuant to planning permission 2016/01373/VAR (granted 6th September 2016) in accordance with Condition 1(ii). The development forms a part of the comprehensive redevelopment of the Grade II listed BBC Television Centre (TVC) and surrounding land ('the Site') on Wood Lane, within the London Borough of Hammersmith and Fulham (LBHF).

1.2 The wider Application Site (Television Centre) became the first purpose built television studios in the country when it opened in 1960 and has since been home to the British Broadcasting Corporation (BBC) until its closure in 2013. The BBC has been based in White City for over 60 years since acquiring the site in 1951. The site formerly comprised of a complex group of interconnected bespoke buildings which contained 8 x TV studios, offices, production studios, warehousing, dressing rooms and set storage facilities and ancillary uses built around a central ring, extending outwards towards Wood Lane (the Spur) and to the rear (the drama block, East Tower and restaurant block). The site also included the storage yard to the rear of the drama block and the multi storey car park (MSCP) to the south of the railway viaduct. The site (excluding the MSCP) was awarded a Grade II listed status in 2009. The site forms part of LBHF's Core Strategy Strategic Site (WCOA1) which lies within the White City Opportunity Area-a major area for intensification of new development as envisaged by the London Plan.

1.3 The approved redevelopment proposals for the Television Centre site will result in the creation of a new mixed use urban quarter with new retail, restaurant, community and leisure uses, enhanced office provision and additional homes, including affordable accommodation. The development proposes the renovation and adaptation of parts of the listed Television Centre building of greatest significance to its designation as a heritage asset; major redevelopment of the peripheral elements of lesser significance; and redevelopment of underused land to the south of the site including the multi-storey car park (MSCP). The site is circa 6 hectares in area.

1.4 The principal building on the site comprised the iconic BBC Television Centre question mark building which contained TV studios 1-8, offices production suites and the former newsroom. Parts of this building have been demolished and partially demolished as part of the on-going redevelopment works. The site of the former restaurant block is located to the north of the question mark building with the East tower and Drama block located to the south. The MSCP is a free standing building located to the south of the site, beyond the underground line viaduct. For the purposes of the redevelopment works, the site has been broken down into the following individual sub-plots:

Question Mark Building:

- o Stages 4 and 5 (Plot A); Now demolished.
- o Inner Ring, Helios (Plot B); Part demolished. Under refurbishment
- o Outer Crescent (Plot C); Now demolished
- o Studios 1-3 (Plot J); Under refurbishment
- o Stage 6 (Plot K). Under refurbishment

Peripheral Elements:

- o Restaurant Block (Plot D); Now demolished
- o Drama Block (Plot E); Due for demolition in 2016
- o Land to the rear of the Drama Block (proposed townhouses) (Plot F);
- o East Tower (Plot G); Due for demolition in 2016
- o Multi-storey car park (MSCP) (Plot H); Due to be demolished.
- o Forecourt;

1.5 Under planning permission 2016/01373/VAR, the site is subdivided into two development areas, each with several plots. All plots in Development Area 1 benefit from full planning permission, as does Plot E within Development Area 2. Plot G1 is

approved in detail (save for internal layouts) and Plots F and H are approved in outline with all matters reserved.

The Site and Surrounding Context

1.6 The BBC TVC site is bounded to the east by Wood Lane (A219) and to the west by Hammersmith Park. South Africa Road is located just north of the site, and Frithville Gardens and Macfarlane Road to the south of the site. It is divided by a railway viaduct which carries the Circle, Hammersmith and City London Underground lines which run through the site in a north east to south west direction.

1.7 The site benefits from close proximity to excellent transport links and has a Public Transport Accessibility Level (PTAL) of 6a (Excellent). White City and Wood Lane London Underground Stations are located immediately to the northeast and east of the site, respectively. White City Bus Station with numerous bus services is located immediately to the east of the site. Shepherd's Bush Station is also located approximately 400m to the southeast of the site. The Westway (dual carriageway) is situated approximately 400m north of the site which provides access to Central London and the A3220 (linking the Shepherd's Bush Roundabout to the Westway located approximately 350m east of the site). A TfL Cycle Hire Docking Station is also located 200m to the east of the site.

Development Plot F

1.8 Plot F is a relatively small plot within the wider masterplan, located at the southern edge of the site adjacent to the viaduct to the east, residential properties on Frithville Gardens to the West, and Dodds Yard to the south. To the north of Plot F is Plot E which contained the former drama / scenery block building, which was demolished in early 2016. Plot F is a cleared site and contains no existing buildings. Details have been approved (pursuant to Condition 16 of planning permission 2015/02646/VAR) for temporary site accommodation on Plot F. The proposals involve a series of cabins to provide accommodation for contractors during the construction programme. These details were approved on 22 June 2016 under discharge of condition application reference (2016/00648/DET) and the building has been erected.

Planning History

1.9 There is significant recent planning history relating to the comprehensive development of the wider site with the main consents set out in the below table.

	Application Ref:	Date:
Application 1	2013/02355/COMB	9th July 2014
Application 2	2014/04720/VAR	10th February 2015
Application 3	2014/02531/COMB	2nd April 2015
Application 4	2015/02646/VAR	10th December 2015
Application 5 (Extant Scheme)	2016/01373/VAR	6th September 2016

1.10 In July 2014, a hybrid outline/detailed application and corresponding listed building and conservation consents were approved, subject to a s106 agreement for the comprehensive redevelopment of the site for mixed uses including residential, offices, retention of TV studios and commercial uses with corresponding works to the Grade II

listed building (Ref: 2013/02355/COMB, 2013/02244/CAC and 2013/2356/LBC). The proposals included major demolition of parts of the site and the erection of new buildings including a new 25 storey tower [Application 1].

1.11 In February 2015, the above application was varied by way of a section 73 Minor Material Amendment (MMA) application (ref: 2014/04720/VAR) and corresponding Listed Building Consent (2014/04723/LBC), subject to s106 agreement. The consents allowed changes to the approved land uses and additional demolitions (with additional new build (Plot A)) [Application 2].

1.12 In April 2015, a new planning application (ref: 2014/02531/COMB) and listed building consent (2014/02532/LBC) were approved, subject to s106 agreement for a revised development scheme which comprised further design changes, revisions to the land use provisions and included additional detailed elements [Application 3]. The applicant subsequently obtained planning permission for a further S73 MMA application (ref: 2015/02646/VAR) and corresponding listed building consent (ref: 2015/02647/LBC) which vary details of the former planning permission in respect of changes to the land use provisions and minor design refinements [Application 4]. This application was approved on 10th December 2015.

The Extant Scheme

1.13 The applicant subsequently submitted a new application [Application 5] to vary conditions 3, 4, 8 and 97 of the extant permission [Application 4] with respect of minor material amendments to plot F [Ref: 2016/01373/VAR]. The minor alterations comprise additional residential floorspace and amended parameter plans/design codes to facilitate the submission of the reserved matters applications. Planning Permission was granted for Application 5, subject to a Deed of Variation of the s106 agreement on 6th September 2016. This report relates to an application for Reserved Matters pursuant to this Planning Permission which is now the Extant Scheme. The description of the Extant Scheme development is as follows:

Variation of conditions 3,4,8 & 97 of planning permission 2015/02646/VAR 10.12.15 for Demolition of parts of former BBC Television Centre, associated buildings & structures (including boundary walls) to facilitate comprehensive phased redevelopment of site to provide up to 943 residential units with range of land uses. Planning permission is sought in detail for works to the main building comprising erection of new 10 storey Class B1 (office) building to replace Stages 4-5 incorporating private members club (sui generis), cinema (Class D2) & restaurant (Class A3), extensions at roof level, ground & basement levels, refurbishment of facades & change of use of parts of the retained building to provide Use Class D2 (gym & spa), C1 (hotel); C3 (residential); A1 (shops); A2 (financial & professional services) & A3 (café/restaurants); erection of new 8-10 storey outer ring building replacing Studios 4-8 including provision of up to 941sqm Class B1 (new BBC offices) next to Studio 3, erection of new 6-9 storey office building with ground floor café (Class A3) to replace the canteen block, erection of new 3-9 storey building replacing former drama block to provide residential use (Class C3) & redevelopment of East Tower to comprise erection of 25-storey building & 3-storey pavilion building to provide residential accommodation (up to 17,670sqm) with provision of up to 1,843 sqm flexible ground floor uses (Classes A1/A3/A4 or B1); provision of car, cycle & motorcycle parking, hard & soft landscaping within new public forecourt & Helios courtyard, new shared pedestrian & vehicular routes, installation of new plant machinery & other structures. Planning permission is sought (with all matters reserved) for the

erection of buildings on the multi storey car park site & land rear of the Drama block ranging from 3-10 storeys to provide Class C3 residential; flexible A1-A4 or B1 uses; provision of car parking; hard & soft landscaping; alterations to vehicular & pedestrian routes & access

Listed Building Consent Approvals

1.14 The following listed building consents [2014/02532/LBC & 2015/02647/LBC] for the various works to the Grade II listed Buildings were approved alongside Applications 3 and 4. The applicant is in the process of implementing both listed building consents.

Ref: 2014/02532/LBC [Listed Building Consent 1]: Internal and external alterations to the former BBC Television Centre buildings to include:

- Works to the Inner Ring, Helios, and forecourt area;
- Roof top alterations to the Inner Ring;
- Demolition of Stages 4 and 5, Studios 4-8 and the wedge (within the question mark building) and erection of replacement structures
- Demolition of the Restaurant Block, Drama Block, East Tower, connecting bridges and tunnels;
- Demolition of gatehouses;
- Removal of boundary treatment;
- Proposed basement works;
- Access and egress works;
- Associated boundary treatment and landscaping; and
- Other associated and ancillary works

Ref: 2015/02647/LBC [Listed Building Consent 2: for Additional Works to Listed Building]: Internal and external alterations to the former BBC Television Centre buildings (to be carried out alongside elements of listed building consent 2014/02532/LBC in connection with the comprehensive redevelopment of the site) comprising roof top alterations and extensions to the Inner Ring including demolition of the rooftop rotunda structure and erection of identical replacement structure, demolition/removal of 7th floor elements and erection of replacement structures and alterations to the canopy to South Hall, erection of replacement Stages 4-5 building (with alternative façade design, roof form and internal reconfiguration) and outer ring building (with alternative design of the upper floor facades and roof level articulation), demolition of external staircase at Studio 1, demolition of glazed walkway above Studio 1 canopy and re-cladding of external wall replacing the ceramic panels and other associated ancillary works.

Planning Conditions

1.15 The applicant has discharged site wide conditions and conditions that specifically relate to Development Areas 1 and 2, and to individual Development Plots. The following conditions are of some relevance to the Reserved Matters submission, although further conditions require discharge before development can commence, subject to the acceptability of the development proposed in this RMA.

1.16 The applicant has discharged the following conditions in respect of Applications 1, 2 and 3 (which relate to Development on Plot F).

- Ref: Condition 5: Enabling Works (multiple submissions for Infrastructure Works, minor demolitions, and fabric removal)
- Ref: Condition 29: Water Supply
- Ref: Condition 31: Preliminary Risk Assessment (Ground Contamination)
- Ref: Condition 32: Site Investigation Scheme (Ground Contamination)
- Ref: 2015/02069/DET: Condition 17: Arboricultural Method Statement (On-site trees) (13.07.15)
- Ref: 2015/02066/DET: Condition 27: SUDS (24.07.15)
- Ref: 2015/02066/DET: Condition 30: Foul Water Drainage (24.07.15)
- Ref: 2015/02076/DET: Condition 37: Wind Microclimate (03.07.15)
- Ref: 2015/02075/DET: Condition 38: Airwaves Report (03.07.15)
- Ref: 2015/02075/DET: Condition 40: TV Interference Report (03.07.15)
- Ref: 2015/02076/DET: Condition 47: Vibration Report (03.07.15)
- Ref: 2015/02106/DET: Condition 54: Road Layouts
- Ref: 2015/02107/DET: Condition 59: Footpaths and Roads/Safety Audit (25.08.15)
- Ref: 2015/02073/DET: Condition 66: Inclusive Access Management Plan (03.07.15)
- Ref: 2015/02069/DET: Condition 77: Arboricultural Method Statement (Off-site trees) (13.07.15)
- Ref: 2015/02107/DET: Condition 80: Drop Off Points

1.17 The applicant has obtained permission (Ref: 2014/05788/DET) to partially discharge condition 5, pursuant to Application 1, in respect of the demolition of structures in Dodd's Yard (which comprises part of Development Plot F).

Current Applications:

1.18 The applicant has submitted the following applications for the approval of all reserved matters in connection with Plots G1 (internal layout only) and H (all matters);

Ref: 2016/03971/RES: Submission of reserved matters relating to layout for Development Plot G1 (East Tower) comprising the erection of a part 10 part 25 storey building to provide 167 residential units and 752 sqm of flexible commercial floorspace (GIA) at ground floor level (Use Classes A1, A3, A4 or B1) including provision of balconies and roof terraces, cycle storage, refuse storage and ancillary residential floorspace at lower ground floor levels, pursuant to planning permission 2016/01373/VAR (granted 6th September 2016) in accordance with Condition 1(ii).

Ref: 2016/03972/RES: Submission of reserved matters relating to scale, layout, access, external appearance and landscaping for Development Plot H (Multi-Storey Car Park Site) comprising the erection of a part 4, part 5 and part 9 storey building and a 9 storey building to provide 142 residential units and up to 860 sqm of flexible commercial floorspace (GEA) at ground floor level (Use Classes A1, A3, A4 or B1) including provision of balconies and roof terraces, the reinstatement of McFarlane Place, car parking, cycle storage and refuse storage, installation of M&E plant and photo-voltaic panels at roof level and associated landscaping pursuant to planning permission 2016/01373/VAR (granted 6th September 2016) in accordance with Condition 1(ii). A corresponding application for a Non-Material Minor Amendment (NMAT) to the parameter plans in respect of Plot H has been submitted to facilitate the RMA (Ref; 2016/04011/NMAT) which is pending.

1.19 Both RMA applications are pending.

1.20 The applicant has submitted an application to vary planning conditions 3, 4, 8 and 97 of the extant planning permission for amendments to the former permission to allow amendments to Plot D (the office building on the site of the former Restaurant Block). This application comprises the sixth planning application for the comprehensive redevelopment of the whole site.

Ref: 2016/04585/VAR: Variation of conditions 3, 4, 8 & 97 of planning permission ref 2016/01373/VAR (dated 06.09.16) for comprehensive phased redevelopment of site to provide up to 943 residential units (Class C3) with range of land uses. Amendments relate to Plot D comprising additional 848 sqm office floorspace (Class B1) & elevational re-design resulting in the following amended development. Detailed permission is sought for works to the main building comprising erection of new 10 storey building (Plot A) incorporating offices (Class B1), private members club(sui generis), cinema(Class D2) & restaurants (Class A3), extensions at roof level, ground & basement levels, refurbishment of facades & change of use of parts of the retained building (Plot B) to provide gym & spa (Class D2), hotel (Class C1), residential(C3), shops(A1) financial & professional services(A2) & cafe/restaurants (A3), erection of new 8-10 storey outer ring building (Plot C) to provide residential(C3) & up to 941sqm TV studio offices(B1), erection of new 7-10 storey building (Plot D) to provide offices (B1) & café (A3), erection of new 3-9 storey building (Plot E) to provide residential (Class C3) & erection of new 25-storey building following demolition of East Tower (Plot G1 internal layouts reserved) to provide residential use (C3) & 3 storey pavilion building (Plot G2) including provision of up to 1843 sqm flexible ground floor uses(Classess A1/A3/A4 or B1), provision of car, cycle & motorcycle parking, hard & soft landscaping within new public forecourt & Helios courtyard, new shared pedestrian & vehicular routes, installation of new plant machinery & other structures. Outline permission is sought (all matters reserved) for 2-4 storey (Class C3) dwellings including basement (Plot F) and two x 4-9 storey buildings to provide residential use & up to 860 sqm flexible A1/A3/A4/B1 floorspace (Plot H), with associated public routes & spaces, landscaping, car & cycle parking & demolitions.

2.0 PUBLIC CONSULTATION

582 Neighbour notification letters were sent on the 9th September 2016.

A Site Notice was posted on 27th September 2016.

A Press Release was published in the Gazette on 27th September 2016.

1 letter of objection has been received raising the following points:

- Noise from development and Westfield detrimental to residential amenity
- Traffic problems caused by a lack of car parking

Statutory Consultees:

Action on Disability: No objections. Supports provision of back rests to seating in Village Green. Level access thresholds to the amenity areas should be conditioned.

AoD seeking clarity on which housing standard is to be applied ie: either Lifetime homes or M4(2) accessible and adaptable dwellings? Advise that correct dimensions for all dwellings marked up on plans; and correct dimensions/corridor and stair widths/provisions for the ground floor of the units marked on drawings and; either lift cores are fire rated or refuge areas for a wheelchair are provided in all floors except the ground one.

Transport for London: Submitted comments raising objections to the level of car parking, lack of accessible parking bays, inadequate visitor cycling spaces, and electrical vehicle charging points. TfL also suggested conditions securing a service and delivery plan and construction logistics plan.

Thames Water: No objections. Does not affect Thames Water infrastructure

Historic England: No objections

Greater London Advisory Service (Archaeology): No objections

Natural England: No objection Unlikely to affect protected species or landscapes

Environment Agency: No response

Health and Safety Executive: No response

Metropolitan Police/Crime Prevention Officer/CTSA: No response

Fire Brigade: No response

Hammersmith Society: No response

Frithville Gardens Residents Association: No response

McFarlane Road and Hopgood Street Residential Association: No response

White City Neighbourhood Forum: No response

Internal Consultees:

The following internal LBHF consultees have been notified of the application and officers have sought advice from the respective departments on the proposed details. The comments are incorporated in the planning consideration section of this report

Transport and Highways: No objections

Conservation and Design: No objections

Environmental Health: No objections, subject to conditions

Environmental Quality (Air Quality): No objections

Environmental Quality (Contamination): No objections

Building Control: No response

Waste and Recycling Team: No response

Policy and Spatial Planning: No objections

Arboricultural Officer: No response

Emergency Planning: No response

3.0 THE PROPOSED DEVELOPMENT (PLOT F - RESERVED MATTERS)

3.1 The application seeks approval of all Plot F reserved matters pursuant to planning permission 2016/01373/VAR (dated 6th September 2016). In accordance with Condition 1 of planning permission 2016/01373/VAR, this RMA addresses details relating to:

- o proposed access;
- o appearance;
- o landscaping;
- o layout; and
- o scale of development.

3.2 The application description is as follows:

A reserved matters application dealing with access, appearance, landscaping, layout and scale in respect of Plot F of the BBC Television Centre in connection with planning permission ref: 2016/01373/VAR.

3.3 Plot F was consented in outline as part of the Consented Scheme. The Design Codes and Parameter Plans for Plot F of the Consented Scheme set out two terraces of three storey townhouses arranged in a 'V shape' leading south from the curved south elevation of Plot E. The western terrace is aligned to the existing terrace (Frithville Gardens) to its west and the eastern terrace is aligned to the diagonal route of the rail viaduct to its east.

3.4 In terms of the RMA proposal, the detailed proposals are for four storey townhouses, which will be the same height (in m AOD) as the parameter outlined for Plot F in the Consented Scheme. This will be achieved through a reduction in floor to floor heights and the introduction of a basement level.

3.5 The terraces have been slightly re-orientated from the indicative proposals in the Consented Scheme to be positioned parallel to the southern boundary. Each townhouse will be stepped in relation to the adjacent houses, creating a serrated profile to each terrace overall. The applicant contends that this will result in a clearer visual differentiation of each house and more regular floorplans.

3.6 The widths of the townhouses have been adjusted from the indicative proposals in the outline permission. The west terrace of townhouses has increased centre to centre by 300mm to 5.3m. The east terrace of townhouses has reduced slightly centre to centre from 5m to 4.8m. This results in the creation of two additional townhouses in the east terrace. As such, these detailed proposals are for 21 townhouses and one mews house, which will be at the northeast end of the east terrace. Collectively the 21 townhouses and one mews house are referred to as 'townhouses'. At the centre of the 'V form' is a triangular landscaped area called the Village Green.

3.7 A total of 5,495 sqm (Gross Internal Area) residential floorspace is proposed across Plot F. The applicant has submitted amended plans detailing the provision of an additional on-street car parking space to the north of the western terrace (adjacent to Plot E), designed to accessible standards.

Reserved Matters: Details of Layout, Scale, Appearance, Landscaping and Access

Layout

3.8 Plot F will be arranged into two terraced rows around a central V-shaped greenspace, known as a "village green". The West Terrace consists of ten townhouses over basement and four upper storeys with traditional gardens and an internal plan width of 5m. The homes generally have a typical internal layout. However, there is slight variety in a couple of dwellings as detailed in the DAS. The East Terrace consists of twelve homes; 11 are townhouses over basement and four upper storeys and the twelfth is a two storey mews house situated in the northeast corner. The East Terrace has a slighter greater mix of house type.

3.9 The Plot F site has been designed with 'Home Zone' principles in mind, utilising shared surfaces and considered materials to provide a safe environment for pedestrians and vehicles. A mix of durable hard and soft landscaping is used to provide additional vehicular run off and pedestrian 'refuse points' within the Plot F site.

3.10 The layout comprises a rotation of the boundary walls (from the original envisaged indicative scheme illustrations in the outline application) which results in less direct overlooking between the West Terrace and the existing houses on Frithville Gardens whilst staying within the horizontal limits set out by the approved Parameter Plans.

3.11 The detailed realignment of the houses has also increased the overlooking distances (between facing dwellings) from that of the approved Outline Application scheme (now a 20m distance). The proposals recognise the proximity of residents in Frithville Gardens which back onto the site, whilst retaining an appropriate distance between the proposed units and the existing adjacent dwellings.

3.12 Each house will have dedicated storage areas for prams, buggies, refuse bins and two bicycles. These will be within the front garden of the townhouses. The two northern townhouses will have storage units on the northern boundary. Storage in the east house is integrated within the unit and on the west end house it is integrated into the garden wall.

Scale

3.13 The proposed scale of the building accords with the permitted parameters plans which permits 2 storeys up to 5 storeys. The heights and bulk are lower when compared against other plots on the BBC TVC site and form a transition in scale/height stepping down towards the lower rise residential areas to the west.

3.14 The West Terrace has been designed to ensure there would be no direct overlooking between the rear of the new townhouses and Frithville Gardens. The floorplate at first floor level is set back within the building which creates a double floor height ground floor space. The net result is that there would be less overlooking between buildings.

Appearance

3.15 The applicant has proposed robust and durable materials which is considered to reflect the traditional terraced street. The consistent use of a limited palette of high

quality materials is intended to create a sense of place and to tie the buildings together into a coherent streetscape, fitting for its context.

3.16 The townhouses are proposed to be predominantly made of brick, relating both to the design code as well as the materiality of the surrounding streets, railway viaduct and Victorian warehouse to the south of the plot. Specifically, a warm yellow-brown brick tone is proposed which mirrors the soot stained London Yellow Stock bricks of the locality. Two variations in brick bond are proposed to be used on the front façade to break up the terraces vertically.

3.17 A metal standing seam is proposed on the roof and bin stores. At first this material will be shiny. However, it is anticipated that the material will gradually weather to a rich brown colour.

3.18 In terms of front façade design, the windows have been designed to be generously sized and well-proportioned and there has been careful consideration of the openings to reflect the internal organisation of the building and room uses. At ground floor the entry is recessed, providing a covered threshold into the dwelling. At first floor level, the large picture windows shift locations so that each house has a view onto the Village Green. At second floor level there are two corner windows.

3.19 The design of the rear facades of properties on the West Terrace and East Terrace consists of minor variations. On the West Terrace, the rear facades are designed with projecting bays at ground and first floor and are clad in bronze standing seam metal to match the main roofs. The bays help to reduce the scale of the townhouses, topped with a sloping roof and floor to ceiling windows, the ground and first floors effectively read as a single storey. The rear façade of the dwellings on the East Terrace also feature projecting bays at ground and first floor levels, however the bays are adapted to accommodate a link to the rear living room, forming the courtyard. Wildflower sedum roof tops the link connection and the single storey living room, providing a green outlook from the upper windows.

Access

3.20 The plot is entered from a private access road to the north. This road originates on Wood Lane and wraps around the new 'Crescent' and Plot E sites. There is no through vehicular access to the south or to the east of the Plot F site meaning that relatively few cars (other than those visiting the townhouses) will be in the vicinity.

3.21 The parameters plans were amended under the recent s73 application which permit the horizontal building line of the eastern terrace to extend towards the railway viaduct by a further 3m (maximum). This has enabled the Village Green to accommodate access for refuse, servicing and emergency vehicles as well as provide usable on-curtilage parking for one car to all houses

3.22 Access to the transport connections and facilities across the TVC site is provided due north along the railway viaduct, or via the ring road towards Wood Lane. Subject to land agreement with TfL, a future pedestrian route to the south is also proposed, extending the Viaduct Walk to Shepherd's Bush Market.

Landscaping

3.23 The applicant has sought to create series of green spaces which connect to other neighbourhood open spaces and community facilities. The main provision of landscaping within the development plot is the Village Green which comprises a 'publicly accessible' space. The other 'landscaped' areas comprise the rear private gardens to the western terrace properties.

3.24 The Village Green is envisaged as a communal green space providing a natural space as the centre piece to the shared space setting. Vehicle access across this space is kept to a minimum with private front gardens and surface driveways only requiring access

3.25 A tree grove abuts the top part of the central green to provide shade and shelter in all conditions. The details and materials of the planting species will be provided subject to a landscaping condition (pursuant to the main planning permission).

3.26 The Village Green also provides play facilities for children and adjacent seating whilst also benefitting from natural surveillance from surrounding properties. The Village Green will provide 130 sqm of doorstep playspace for young children resident in the townhouses. Further, playspace demands for older children are met off-site in Hammersmith Park which features formal play equipment and sports facilities amongst the expansive parkland.

Format of the Application

3.27 The following supporting documents have been submitted in support of the application:

- o Red line plan, prepared by AHMM;
- o Proposed Plans (including elevations, floorplans and sections), prepared by Mikhail Riches;
- o Landscape Plans, prepared by Gillespies;
- o Landscape and Public Realm Design and Access Statement, prepared by Gillespies;
- o Design and Access Statement, prepared by Mikhail Riches;
- o Energy Compliance Note, prepared by Arup;
- o Waste Strategy, prepared by Arup;
- o Design Code Compliance Statement, prepared by Mikhail Riches / Gillespies (incorporated within Design and Access Statement);
- o Parameters Compliance Statement, prepared by Mikhail Riches (incorporated within Design and Access Statement);
- o Town Planning Statement, prepared by Gerald Eve;
- o Affordable Housing Statement, prepared by Gerald Eve (incorporated within Town Planning Statement);
- o Construction Statement for Basement, prepared by Arup;
- o Environmental Statement Addendum, prepared by Aecom;
- o Townscape, Conservation and Visual Impact Assessment Addendum, prepared by Tavernor Consultancy;
- o Acoustics Report (noise compliance), prepared by Arup;
- o Basement Design Note, prepared by Arup; and

- o Drainage Details Note - Plot F ES Addendum - Comments on Points 2 and 3, prepared by Arup.

Compliance with Design Codes and Parameter Plans

3.28 The applicant has provided a Parameters Plans and Design Code Compliance Statement within the Design and Access Statement. The Compliance Statement contains a selection of the key parameter plans with the proposed plans overlaid. The Compliance Statement confirms that the proposed detailed scheme broadly complies with the parameters plans as detailed in the overlaid plans.

Environmental Impact Assessment:

3.29 The applicant submitted a letter from Aecom which comprises an 'Addendum' to the 2014 Environmental Statement (ES) (as amended) which was prepared and submitted in support of the outline planning application (Ref: 2014/02531/COMB) for redevelopment of the BBC Television Centre, Wood Lane. The ES addendum is in support of the Reserved Matters Application (RMA) for Plot F, pursuant to the consented BBC Television Centre scheme (Ref: 2016/01373/VAR). The ES addendum reviews the detailed design of Plot F in the context of the consented outline parameters and design guidelines.

3.30 The ES addendum concludes that the likely significant environmental effects of the detailed design are as per the environmental effects defined and assessed within the 2014 ES (as amended).

3.31 There are some detailed design changes to the indicative outline proposals, put forward in this RMA. These have been considered in terms of the environmental impacts from the detailed proposals. The following amendments have been considered within the ES Addendum;

- Additional two dwellings in Plot F, resulting in a change to the child yield calculations;
- Additional residential floorspace within Plot F - created by extended basement and move from 3-4 storeys;
- Additional basement excavations;

3.32 The ES Addendum summarises that the detailed design of Plot F will not make any material difference to the assessments and conclusions in the 2014 ES (as amended). The Addendum notes that the detailed design of the townhouses within Plot F is compliant with the scale and layout parameters and design guidelines approved by the outline planning consent (as amended). Officers consider that the ES addendum letter in conjunction with the 2014 ES (as amended) provides an appropriate EIA for the BBC Television Centre redevelopment when taking into consideration the detailed design of Plot F.

4.0 PLANNING CONSIDERATIONS

Planning Framework:

4.1 Since the approval of the previous (ie prior to 2016/01373/VAR) outline planning permission, granted in December 2015, there have been limited changes in planning

policy. The Minor Alterations to the London Plan were adopted on 14 March 2016. However, at a local level, there have been no significant updates to adopted planning policy. The Council has commenced work on its new Local Plan but this is at an early stage of the process.

4.2 The statutory development plan at the site, for the purposes of Section 38 (6) of the Planning and Compulsory Purchase Act 2004, comprises:

- a) the London Plan, consolidated with Alterations since 2011 (published in March 2016), herein referred to as the "London Plan";
- b) Hammersmith and Fulham Core Strategy (2011); and
- c). Development Management Local Plan (2013).

4.3 The statutory development plan is also supported by the LBHF Planning Guidance Supplementary Planning Document, published in July 2013. In addition, at a regional level, the Mayor's London Plan Housing SPG (March 2016) is relevant. Officers have also had regard to the supplementary planning guidance set out in the White City Opportunity Area Planning Framework (WCOAPF) which was adopted in 2013.

Principle of Development:

4.4 The outline planning permission (to which the RMA is pursuant to) establishes the principle of residential development on Plot F. The outline planning permission permits two rows of townhouses either side of a 'public green' within this development plot. The most recent planning permission (2016/01373/VAR) allows additional floorspace, larger basements, re-orientated buildings and greater building depths. The additional floorspace and amendments to the parameter levels of deviation facilitate the detailed design of the Development Plot, which is consistent with the outline planning permission.

4.5 Officers consider the principle for residential dwellings of the townhouse typology is acceptable in this instance, and would be wholly in accordance with the outline permission.

4.6 This application considers the details of scale, layout, appearance, landscaping and access (reserved matters), pursuant to the outline planning permission. The below assessment considers the following planning matters, in determination of the detailed application for Plot F:

- Design and Appearance
- Heritage
- Housing Mix
- Residential Standards
- Playspace
- Amenity Impacts
- Environmental Impacts (Noise, Air Quality, Ecology, Waste, Socio-Economic, Archaeology, Ground Condition, Water/Flood Risk)
- Transport and Parking
- Access
- Sustainability and Energy
- Security/Safety

Design and appearance

4.7 Policy BE1 of the Core Strategy is the borough wide strategic policy for the design of the built environment. It requires that all development should create a high quality environment that respects and enhances its townscape context and heritage assets. Development should protect and enhance the character, appearance and setting of the borough's conservation areas. These requirements are also reiterated in Development Management Local Plan Policy DM G1 which contains a range of matters that new build development should take into account, including:

- o "The scale, mass, form and grain of surrounding development;
- o 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;
- o The principles of good neighbourliness;
- o The local landscape context and where appropriate should provide good landscaping and contribute to an improved public realm;
- o Sustainability objectives; including adaptation to, and mitigation of, the effects of climate change;
- o The principles of accessible and inclusive design; and
- o The principles of Secured by Design".

Design Assessment

4.8 In accordance with the Design Codes relating to the Consented Scheme, the proposed townhouses will have a group character with repetition of details which will respond to the Victorian terraces in the surrounding area. The material selection will convey solidity and permanence. The roofline will have a strongly articulated character. Each terrace will be clearly terminated at either end. Compliance with the Design Codes has been achieved through a consistent material selection and townhouse design across both terraces. Steeply pitched roofs will provide a strongly articulated and rhythmic skyline profile. Variety will be introduced through different sized window openings positioned in a regular pattern across the terraces. The brick bond will also be varied to define the base and the top of the buildings. The lower two storeys will be in stretcher bond with dogtooth patterning on the two storeys above, providing a more vertical, ribbed character.

4.9 A slender stone sill will separate the upper and lower two storeys and will counter the verticality of the window openings, which will reduce in size towards the tops of the townhouses. The window frames and balustrade at third level will be aluminium and the roof will be metal standing seam in copper with a warm bronze finish. Sliding doors to external storage will be made from aluminium mesh coated in anodised bronze.

4.10 At the north end of the east terrace, the one bedroom mews house will be of the same materiality and character as the rear parts of the townhouses it is situated adjacent to. It will provide a strong northern edge to the terrace and to the access route at the north of the Site.

4.11 To the rear of the buildings, on both eastern and western elevations, are a series of private garden spaces. The public realm within Plot F (referred to as the 'Village Green') is as a shared landscape which provides the dual function of access to private front gardens and surface driveways and a semi private space for the use of the

residential community which also offers doorstep amenity / play space. The road way and servicing access arrangements have been designed so they are sensitive to the residential cul-de-sac and include a designated turning space and taxi drop off within the Plot boundary.

4.12 Officers consider the proposals will provide a high quality architectural response to the constraints of this part of the site and would sit comfortably within the massing and scale of the adjoining parts of the wider development. The development of plot F, in combination with the adjoining development plot buildings would contribute positively to the scheme as a whole and would respect the scale and character of the surrounding residential streets to the west and south.

Compliance with approved Design Codes

4.13 Under the outline permission and the subsequent section 73 permission (ref: 2016/01373/VAR), design codes were specified to assist the design process in preparing the reserved matters applications. The applicant has sought to respond to the following codes.

1. Consideration should be given to the appearance of the terrace as a collective grouping;
2. Repetition of details is encouraged;
3. Facades should reflect solidity and permanence, to create a high quality urban buildings;
4. Victorian terraces should be referenced in contemporary fashion;
5. End conditions should be carefully articulated;
6. Consideration should be paid to the grounding of houses and how they terminate at high level.

4.14 In accordance with the Design Codes relating to the Approved Scheme, the proposed houses will have a group character with repetition of details which will respond to the Victorian terraces in the surrounding area. The material selection will convey solidity and permanence. The roofline will have a strongly articulated character. Each terrace is successfully terminated at either end.

4.15 Compliance with these Design Codes has been achieved through a consistent material selection and house design across both terraces. Steeply pitched roofs will provide a strongly articulated and rhythmic skyline profile.

4.16 Officers consider that the detailed design of the terraces has been refined, as explained in the above paragraphs whilst remaining within the approved parameters and broadly according with the approved design codes.

Heritage impacts

4.17 London Plan Policy 7.8 states that development should conserve the significance of heritage assets and be sympathetic in scale, form and architectural detail to the surroundings. Policies BE1 of the Core Strategy and DM G7 of the Development Management Document provide guidance on the built environment, stating that development should respect, protect and enhance the character, appearance and settings of the borough's conservation areas and listed buildings.

4.18 SPD Design Policy 48 provides guidance on the setting of conservation areas, stating that: "when new buildings are proposed, they must be carefully designed to maintain or enhance the contribution of the setting to the significance of the conservation area". SPD Design Policy 55 states "development in a conservation area which is also within or adjacent to open space should respect and complement the character of the open space and conservation area".

4.19 Under the outline planning permission, the principle of the size and nature of the development on the plot was approved. At that stage, under the outline application, heritage assessments were carried out and it was confirmed that there was no impact on the listed building. This RMA submission is supported by a Townscape, Conservation and Visual Impact Assessment Addendum, prepared by Professor Robert Tavernor Consultancy.

4.20 Plot F is situated within the southern edge of the Wood Lane Conservation Area and its present neglected character detracts from the character of the Conservation Area.

4.21 The proposed detailed design, based on the consented parameters and codes, is considered to enhance this part of the Wood Lane Conservation Area through the high quality of the design and materials and through the character of the houses which have been conceived to complement the character of development locally.

4.22 It is considered that the design and character of the new houses will complement the character of the Victorian terraces which predominate locally and the new routes and landscaping will enable significantly greater permeability through the area. It is considered that the proposed houses will have a group character with repetition of details which will respond well to the Victorian terraces in the surrounding area.

4.23 The Townscape, Conservation and Visual Impact Assessment Addendum concludes the proposed houses will be of a high quality detailed design and materials and will be fully compliant with the outline parameters and Design Codes of the Approved Scheme. The proposed landscaping will also be of a high quality and will conform with the outline consent. These detailed proposals for Plot F will significantly enhance the character of the townscape and the significance of the Wood Lane Conservation Area and will not affect local or wider views.

4.24 Officers concur with the above conclusions in the Townscape and Heritage Assessment. The proposals therefore accord with SPD policy 48, Core Strategy policy BE1 and Development Management policy G7, all of which provide guidance on heritage assets.

Housing Mix

4.25 Policy DM A3 refers to Housing Mix. It states that all new housing provided as part of new major development should provide a mix of housing, including family housing. For market housing, a mix of unit sizes including larger family accommodation should be provided.

4.26 Policy H4 of the Core Strategy is a borough wide strategic policy on meeting housing needs. It states that the Council will work with house builders to increase the supply and choice of high quality residential accommodation that meets the local

residents' needs and aspirations and market demand. In order to achieve this, the policy advises that there should be a mix of housing types and sizes in development schemes, especially increasing the proportion of family accommodation. 10% of new build dwellings should be wheelchair accessible or easily adaptable for wheelchair user residents.

4.27 The masterplan redevelopment of the BBC Television Centre will provide a range of housing types and sizes. The range of housing types was acceptable at the planning application stage. This RMA for Plot F proposes 22 new dwellings; 21 of which will be a suitable size of families, having over 3 bedrooms. The final dwelling proposed is the one-bed mews house.

4.28 The 21 townhouses range in size to reflect the characteristics of the site. The western terrace contains larger private outdoor spaces with adequate separation distances between the proposals and the existing housing in Frithville Gardens (a minimum of 20m). The eastern terrace comprises a longer ground floor plan with less/smaller external amenity areas. This reflects the position of the buildings which are directly adjacent to the raised underground line viaduct which would compromise the levels of privacy within a larger garden area. The applicant has addressed this constraint by extending the ground floor plan creating more internal floorspace around a centralised courtyard within each property.

4.29 Whilst there are a significant number of family homes on this plot, other plots within the Masterplan include significant smaller unit accommodation through flats. Officers consider the residential mix in this part of the site is entirely in keeping with the surrounding town houses, in Frithville Gardens and McFarlane Road.

4.30 Officers consider that the residential mix is acceptable (and would be compliant with Local Plan Policy DM A3 and Core Strategy Policy H4) and it would conform with the overall site wide residential mix which requires a range of housing sizes, including family housing.

Residential Standards

4.31 Policy DM A2 of the Development Management Local Plan is on housing quality and density and requires that all new housing should:

- o Be of high quality design;
- o Take account of the amenity of neighbours;
- o Provide adequate internal space in accordance with London Plan policies; and
- o Have access to private gardens/amenity space and children's' playspace.

4.32 Policy DM A9 sets out detailed residential standards. To achieve a high standard of design, various considerations will be taken into account, including:

- o Floor areas and room sizes in new build dwellings;
- o Accessibility for disabled people;
- o Amenity and garden space provision;
- o A safe and secure environment;
- o Car parking and cycle parking;
- o Attenuation of surface water run off;
- o Sustainable energy measures;

- o Provision of waste and recycling storage facilities;
- o Noise insulation and layout to minimise noise nuisance between dwellings; and
- o Protection of existing residential amenities.

4.33 SPD Housing Policy 1 from the LBHF Planning Guidance SPD states that: "All new dwellings should have access to an area of amenity space, appropriate to the type of housing provided. Every new family dwelling should have access to amenity or garden space of not less than 36 square metres. Dwellings with accommodation at ground floor level should have at least one area of private open space with direct access to it from the dwelling. For family dwellings on upper floors this space may be provided either as a balcony or terrace and/or communally within the building's curtilage".

4.34 Where communal open space is provided, development proposals should demonstrate that the space:

- o Has a well-designed area for children's play adequate to meet the needs of the development
- o Is overlooked by surrounding development;
- o Is accessible to wheelchair users and other disabled people;
- o Is designed to take advantage of direct sunlight
- o Has suitable management arrangements in place".

4.35 In March 2015 the Government released 'Technical housing standards - nationally described space standard', which details minimum sizes for dwellings. These standards specify minimum sizes for dwellings by number of stories and number of persons. The standards require:

- "a. the dwelling provides at least the gross internal floor area and built-in storage area set out in Table 1 below;
- b. a dwelling with two or more bed spaces has at least one double (or twin) bedroom;
- c. in order to provide one bed space, a single bedroom has a floor area of at least 7.5m² and is at least 2.15m wide;
- d. in order to provide two bed spaces, a double (or twin bedroom) has a floor area of at least 11.5m²;
- e. one double (or twin bedroom) is at least 2.75m wide and every other double (or twin) bedroom is at least 2.55m wide;
- f. any area with a headroom of less than 1.5m is not counted within the Gross Internal Area unless used solely for storage (if the area under the stairs is to be used for storage, assume a general floor area of 1m² within the Gross Internal Area);
- g. any other area that is used solely for storage and has a headroom of 900-1500mm (such as under eaves) is counted at 50% of its floor area, and any area lower than 900mm is not counted at all;
- h. a built-in wardrobe counts towards the Gross Internal Area and bedroom floor area requirements, but should not reduce the effective width of the room below the minimum widths set out above. The built-in area in excess of 0.72m² in a double bedroom and 0.36m² in a single bedroom counts towards the built-in storage requirement;
- i. the minimum floor to ceiling height is 2.3m for at least 75% of the Gross Internal Area".

4.36 Local planning policy, under strategic policy H4 and policy DM A2, seeks to promote the development of high quality residential schemes. Detailed residential standards are contained within policy DM A9, which require several considerations to be

taken into account when designing new homes. Further, regard has been had to the Government's technical space standards.

Internal space standards

4.37 The proposed dwellings significantly exceed the Government's nationally prescribed technical space standards (March 2015), which are integrated into the London Plan (2016) and accompanying Housing SPG.

4.38 These standards specify minimum sizes for dwellings by number of stories and number of persons. All three storey dwellings range from 225 sq metres to 305.2 sq metres and, as such, significantly exceed even the largest space standard listed (which is for a 6 bedroom, 3 storey house) at 138 sq metres. The mews house is a one-bed, two-storey unit at 78.9 sq metres, exceeding the specified minimum space standard of 70 sqm. The internal room arrangement creates rooms which exceed the minimum sizes in the SPG and the floor to ceiling heights are considered appropriate for housing.

Wheelchair accessible units

4.39 Overall, the wider development is required to provide 10% of the total number of residential units across the as Wheelchair Accessible Units (WAU). This would enable the proposals to address the London Plan (2016) policies 3.5 and 3.8 that require 10% of all new dwellings to be built to Building Regulation M4(3) 'Wheelchair Dwellings' and 90% of all new dwellings to be built to Building Regulation M4(2) 'accessible housing'. There are no plot-specific requirements for WAU provision. The total number of residential units within the Masterplan is 943 and, consequently, the requirement is to provide a total of 94 WAU within the development. The table below summarises the site wide WAU provision:

BBC Television Centre Plot	Number of wheelchair accessible units
Plots B and C	43
Plot E	18
Plot G1	19
Plot H	14
Total across site	94

4.40 Although there are no wheelchair accessible units on this plot, the proposals do not prohibit the other development plots from meeting the site wide requirement. Hence, officers consider the absence of wheelchair accessible housing is acceptable in this instance. The detailed floorplans indicate that all units would meet the standards set out in Building Regulation M4(2) for accessible dwellings (ie: the up-dated lifetime homes standard), which would ensure compliance with London Plan policies 3.5 and 3.8.

Access to gardens and amenity space

4.41 Each home in the West Terrace will have a private garden. Each home in the East Terrace will have either a courtyard or a garden, whilst the mews house will have both a terrace and courtyard.

4.42 LBHF's Housing SPG advises that each new family home should provide 36 sq metres (GIA) of private amenity space. Eleven of the homes provide between 74.8 sq metres and 93.8 sq metres of private garden space; this is in-excess of the 36 sq

metres of private garden space required for family homes. The eastern terraces provide small internal courtyards (12 sqm) for 7 of the townhouses and gardens (between 27-30sqm) for 4 of the townhouses. The mews house has provision of 21 sqm of private amenity space in the courtyard and terrace.

4.42 Whilst 4 of the units marginally fall short of the SPG standard and 7 fall well short of the standard, officers recognise that the proposals would have very good access to the public amenity spaces in the development, which is in close to Hammersmith Park. It is considered that the proposed level and quality of outdoor amenity space on offer is very good and this compensates for the shortfall in private amenity space to the eastern townhouses.

Playspace

4.43 The London Plan Play and Informal Recreation SPG states that doorstep playspace for children under five should be within 100 metres of residential units, local playspace for children five to eleven should be within 400 metres, and Neighbourhood Space should be within 800 metres for children over twelve years.

4.44 Policy DM E2 of the Development Management Local Plan relates to playspace for children and young people. It states that, in new residential development that provides family accommodation, accessible and inclusive communal playspace will normally be required on site that is well designed and located and caters for the different needs of all children, including children in younger age groups, older children and disabled children. The scale of provision and associated play equipment will be in proportion to the scale and nature of the proposed development.

4.45 Policy DM E1 states that the Council will seek to "reduce open space deficiency to improve the quality of, and access to, existing open space" through, inter alia, "requiring accessible and inclusive new open space in any new major development, particularly in the regeneration areas identified in the Core Strategy or in any area of open space deficiency".

4.46 Policy DM E4 of the Development Management Local Plan is on greening the borough and confirms that the Council will seek to maximise the provisions of gardens, garden space and soft landscaping.

4.47 SPD Sustainability Policy 21 is a general policy on Landscaping and Planting and seeks to ensure that developments incorporate trees, hedges, scrub and avoid extensive areas of impermeable surfaces.

4.48 With regard to amenity space, the Village Green is a communal green space providing green amenity/play space. Plot F provides for a total of 130 sqm of play space; this in line with the area required for children under 5 years as set out within the current best practice guidelines for play, including the London Supplementary Planning Guidance 'Play and Informal Recreation' and Play England's 'Design for Play: A guide to creating successful play spaces'.

4.49 In addition to the provision of communal open space, the townhouses within Plot F include private gardens. As set out within the Supplementary Planning Guidance 'Play and Informal Recreation', private amenity space can meet the demand for playspace for

younger children. Provision for older children will be met through existing space within Hammersmith Park which is adjacent to the site.

Amenity Impacts

4.50 Officers have carried out a detailed assessment of the impacts of the plot F development to confirm whether the plot has been designed to minimise and mitigate against any overlooking and impact on neighbouring amenity. There are no properties directly to the east of the plot. Thus, the eastern terrace has no impacts on existing residential properties. Frithville Gardens lies to the west of the proposed western terrace within plot F which comprises a row of residential properties.

4.51 There has been some design amendments since the original outline permission was granted which has further reduced the amenity impact for residents on Frithville Gardens. The amendment relates to rotating the townhouses on both terraces to realign each individual building plot thus creating a stepped form. This realignment has increased the overlooking distance from that of the approved outline scheme (from 18m to 20m between the western terrace and Frithville Gardens properties). Notwithstanding this improvement, the approved parameter plans set an acceptable distance between dwellings. Officers consider this is respected in the detailed proposals and in general results in an improvement to the consented outline form of development.

4.52 Officers consider all other amenity impacts have been comprehensively assessed in the outline planning permission, with regards to daylight, sunlight, overshadowing and noise. The detailed building design is within levels of deviation in terms of the horizontal and vertical parameters plans. Therefore, the detailed scheme as set out in the RMA does not create additional impacts beyond those identified in the outline scheme, which officers consider to be acceptable.

4.53 It is considered that the development, therefore, accords with policy DM A2 and DM A9 of the Local Plan and BE1 which requires development to respect the principles of good neighbourliness.

Transport and Parking:

4.54 Policy T1 of the Core Strategy relates to transport. It seeks to ensure that "appropriate parking is provided to meet the essential needs of the development without impacting on the quality of the urban environment" The supporting text to this policy, in paragraph 8.116, states that "sufficient car parking will need to be provided to meet the essential needs of developments, particularly ensuring that there is suitable access for disabled people. Parking space is often an inefficient and unattractive use of land and its impact on local environmental quality should be minimised where car parking is provided in new developments. Additional commuting by car should not be encouraged as it would add to congestion".

4.55 Policy DM J2 of the Development Management Plan is on vehicle parking standards. It states that: "The council will require any proposed development (new build, conversion of change of use) to conform to its parking standards. The council has adopted the car parking standards of the London Plan."

4.56 The maximum residential parking standards are as follows:

- o 4 or more bedrooms: 1.5-2 car park spaces per unit

- o 3 bedrooms: 1-1.5 car park spaces per unit
- o 1-2 bedrooms: less than 1 car park spaces per unit.

4.57 It also notes that "all developments in areas with good public transport accessibility should aim for significantly less than 1 space per unit."

4.58 Policy DM J5 of the Development Management Local Plan relates to increasing the opportunities for cycling and walking. Detailed cycle parking standards are given in paragraph 4.211. These are as follows:

- o Dwellings with 1-2 bedrooms: 1 space
- o Dwellings with 2+ bedrooms: 2 spaces.

4.59 One car parking space is provided per dwelling on the plot. The proposals have been amended to include an additional car parking space designed to accessible standards within a bay to the north west of the western terrace. TfL have raised concerns about the over-provision of car parking within Plot F. However, given the maximum car parking allowance, as stipulated in policy DM J2, and the plot's highly accessible location, with a PTAL rating of 5 - 6a (where 6b is the highest), it is considered that the parking provision for the development (in Plot F) is sufficient in the context of the whole site which provides a ratio of under 0.4 spaces per unit.

4.60 Each dwelling has space for 2 bicycles to be stored in dedicated stores outside of the property, with the exception of one eastern unit where the store is integrated into the fabric of the house. This is compliant with standards specified in policy DM J5.

4.61 The amount of development provided by Plot F is in accordance with the amount of development approved by the outline consent. The ES reports that the trip generation for the Plot F development will be in line with that considered within the Transport Assessment and Traffic and Transport impact assessment within the 2014 ES (as amended). As such, the ES recommends no further consideration of traffic and transport effects is required in support of the RMA for Plot F. Officers concur with this conclusion.

4.62 TfL initially raised concerns about the proposals on the grounds that the parking levels were excessive (given the highly accessible location) and the lack of wheelchair accessible parking spaces. TfL also sought clarity on the electrical charging points and the cycle provisions. The proposals have been amended to provide an accessible parking space to the north west of the western terrace, accessed by the ring road. Officers welcome this provision which is considered to address the second point raised by TfL.

4.63 With regards to the car parking provision, the mews house within Plot F does not have a car parking space. Consequently, on Plot F in isolation, the parking level (0.95 spaces per unit) is less than 1 space per dwelling. However, officers consider that Plot F is part of the wider TVC Masterplan. Residential car parking for the wider TVC development is controlled by condition 60 of planning permission 2016/01373/VAR which specifies that overall, there shall be no more than 318 car parking spaces for residential accommodation within the development. On the basis of 943 units, this equates to 0.34 spaces per unit. This is significantly less than 1 per unit as per London Plan requirements. The parking for Plot F forms part of the site-wide residential parking provision and is therefore in accordance with planning permission 2016/01373/VAR.

Consequently, officers consider that the proposal is acceptable in respect of parking provision.

4.64 TfL also commented on the feasibility of providing electrical charging points in accordance with London Plan policy. All townhouse front drives will have EVCPs, thus significantly exceeding London Plan standard 6.13 (20% active, 20% passive). The EVCPs will be secured by condition. Consequently, it is considered that the proposals are acceptable in respect of ECVP requirements.

4.65 In terms of the provision of extra cycle parking spaces, three additional cycle spaces (representing 6% of Plot F total) are now proposed for adapted cycles within Plot F. These are in the form of Sheffield style, as advocated by TfL. Consequently, the proposals meet the requirements of the London Cycle Design Standards.

4.66 Officers consider that the amended plans fully address TfL's comments and in light of the above justification for the level of car parking, in the context of the wider development. The Borough's Highways Officer raises no objection to the proposals.

4.67 It is considered that the proposals would be in accordance with policies T1 of the Core Strategy with regards to transport effect, policies DM J2 and J5 of the Development Management Local Plan with regards to car and cycle parking standards and the London Plan policies with regards to transport and car parking levels.

Environmental Impacts;

Socio Economics:

4.68 The ES reports that the addition of two townhouses (within Plot F) does not alter that scale or significance of the effects and conclusions of the socio-economics assessment presented in the 2014 ES (as amended). As such, the socio-economics assessment presented within the 2014 ES (as amended) remains valid in relation to the detailed proposals for this Plot. Officers consider that the provisions set out in the planning obligations associated with the outline permission will mitigate the socio economic impacts of the wider development. Therefore, as there are no additional impacts forecasted as a result of the detailed proposals for Plot F, there are no additional mitigation measures (conditions/planning obligations) necessary as part of this RMA.

Noise and Vibration:

4.69 The noise and vibration impact assessment undertaken in support of the outline planning application considered 20 townhouses. Officers consider that an additional 2 units would not create a material increase in noise levels, given the residential use of this part of the site.

4.70 The ES reports that the addition of 2 townhouses has a negligible effect on road traffic attributable to the development, both in isolation and cumulatively with the remainder of the BBC Television Centre development. Consequently, the additional townhouses have no effect on the results and conclusions of the road traffic noise assessment presented within the 2014 ES (as amended) and so the conclusions remain valid and applicable to the reserved matters submission.

4.71 No additional planning conditions to this RMA are required as the conditions secured under the outline planning permission are sufficient to address the noise and vibration impacts, as detailed in the original ES.

Air Quality:

4.72 The 2014 ES (as amended) predicts impacts of negligible to minor adverse significance to air quality associated with road traffic emissions attributable to the development and boiler emissions. The ES reports that these conclusions are considered to remain valid in the context of the RMA for Plot F. The detailed design of the 22 townhouses has no bearing on the road trip generation considered within the air quality impact assessment and there are no changes proposed to the principles of the energy strategy. As such, no further consideration has been given to air quality considerations in support of the RMA for Plot F. In due course, a Low Emission Strategy will be prepared and submitted in relation to Plot F in accordance with Condition 52 on the outline planning consent.

Ecological impacts:

4.73 The development of Plot F, specifically through creating new open spaces, presents opportunities to increase the local biodiversity. The Environmental Statement Addendum, prepared by AECOM and submitted alongside this application, confirms that the village green will introduce a diversity of plant species and ecological valuable habitat into "what is effectively an industrial area of low ecological value".

4.74 Across Plot F this translates to approximately 30 new trees, mostly from native tree stock which will be planted in opportune areas within the site. Native climbing plants will also cover the viaduct facing and Dodd's yard. Further, there is a site-wide strategy of using green roofs, which will be partially or completely covered in vegetation

4.75 The Environmental Statement Addendum assesses the RMA proposals against the original ES (as amended). The Addendum concludes: "It is considered that the detailed design of Plot F will not make any material difference to the assessments and conclusions in the 2014 ES (as amended). As such, the detailed design does not give rise to any materially different or additional likely significant ecological effects, both individually and cumulatively and in the context of the wider development.

Waste and Recycling Arrangements:

4.76 SPD Sustainability Policy 3 states that there should be adequate waste and recycling storage in all residential developments in the borough. SPD Sustainability Policy 4 states that "internal storage for waste and recycling must be located in an accessible and commonly used area inside each dwelling". SPD Sustainability Policy 8 states that developments should make it as easy for residents to recycle as it is to dispose of refuse.

4.77 External waste and recycling storage for each town house will be at the front of the property at ground floor level. These stores will be within 10 metres of the vehicular access and will ideally be within 3 metres from the entrance of the premises to the access road.

4.78 In accordance with LBHF's Supplementary Planning Document, the storage facilities will have space for a compost bin, 3 dustbins and 3 recycling sacks. Further details can be found in the accompanying Waste Strategy document, submitted as part of the application.

4.79 Waste collection will be undertaken by LBHF's waste collection contractor. Access for waste collection vehicles is via the internal road network and the collection points, which are located at ground floor level, have been located so that the distance between the containers and collection vehicles does not exceed 10 metres, vehicles can enter and leave in a forward direction and vehicles do not need to reverse more than 50 metres to reach their loading position.

4.80 A planning condition is attached to the outline planning permission (ref: 2016/01373/VAR) which requires the detailed design of the refuse/waste collection and storage facilities to be approved, prior to commencement of the relevant development plot. As such, there is sufficient control in place to ensure the development will be compliant with SPD policies 3, 4 and 8 on waste and recycling. The Council's Waste and Recycling Team has previously raised no objections to the refuse strategy for this development plot.

Construction and Excavations:

4.81 The principle for the additional basements in Plot F has been established under the planning permission 2016/01373/VAR, subject to detailed design. The individual townhouse basements will be built as a combined basement under each terrace block, resulting in two basement structures each approximately 55-60m long and 7.5m wide. The water table will be approximately 1m above the basement level.

4.82 The volume of excavated material that will be generated to excavate and construct the basement associated with the 22 townhouses is circa 8,000m³.

4.83 The ES addendum assumes that this volume of material is additional to the volumes quoted within the 2014 ES (as amended) and that all this excavated material would be removed from 2000 HGV movements in total. Taking into consideration site constraints, this would equate to circa an additional 120 2-way movements per day.

4.84 The 2014 ES (as amended) anticipated the start of construction of the townhouses across Plot F towards the end of year 5 of the build programme which equated to late 2019. Over the course of years 6 and 7 of the build programme, daily HGV movements were anticipated to peak at 190 2-way movements (95 in and 95 out).

4.85 Taking into consideration the additional daily movements of 120 2-way movements to account for the basement excavation and construction, it is anticipated that the maximum daily HGV movements associated with Plot F construction would be circa 310 2-way daily HGV movements.

4.86 The traffic and transport, air quality and noise and vibration impact assessments contained within the 2014 ES (as amended) considered a peak of 320 2-way daily HGV movements associated with the entire programme of demolition and construction works. Negligible effects were identified as a result of this in relation to traffic and transport and noise and vibration, and negligible to minor adverse effects were identified in relation to air quality.

4.87 The additional 120 2-way daily HGV movements associated with the basement excavation (including pile arisings) for Plot F can therefore be accommodated within the previously assessed 320 2-way daily movements. As such, the traffic and transport, noise and vibration and air quality effects are anticipated to remain as per the 2014 ES (as amended) i.e. of negligible to minor adverse in significance.

Archaeology

4.88 The 2014 ES and accompanying archaeological desk based assessment identified Plot F as having experienced the least modern disturbance from the construction of the BBC Television Centre Site. As a result, Plot F was considered to have the greatest potential for the survival of remains associated with the White City exhibition grounds.

4.89 Aecom prepared a Written Scheme of Investigation detailing the scope and specification of the archaeological works to be undertaken across the Plot. The WSI was subsequently approved by the Greater London Archaeology Advisory Service/Historic England (GLAAS). Within Plot F, an archaeological trial trench evaluation was required and subsequently undertaken in July and August 2015. The trial trench evaluation confirmed that Plot F has been landscaped and disturbed in the late 19th or early 20th century. As a result, there are no remains predating, or associated with, the White City exhibition grounds which have survived. Historic England (GLAAS) monitored the trial trench evaluation on behalf of the LBHF, who recommended that no further archaeological works were required in relation to this Plot.

4.90 In conclusion the ES considers that the additional of a basement level across Plot F will have no effect on any potential archaeological resources within this part of the BBC Television Centre Site. Historic England have been consulted and raise no objection to the proposed works, subject to the compliance with the site-wide approved Written Scheme of Investigation.

Ground Conditions:

4.91 Policy 5.21 of the London Plan (2016) states the support for the remediation of contaminated sites and that appropriate measures should be taken to control the impact of contamination with new development. Policy CC4 of the Core Strategy (2011) states that the Council will support the remediation of contaminated land and that it will take measures to minimise the potential harm of contaminated sites and ensure that mitigation measures are put in place. Policies H4, H6 and H7 of the Development Management Local Plan (2013) also confirm that the Council will ensure the protection of new and existing residents and will seek to abate development which poses a risk to human health with regards to Water Quality (DM H4), Hazardous Substances (DM H6) and Contaminated Land (DM H7).

4.92 With regard to Ground Conditions, the baseline assessment presented within the 2014 ES (as amended) suggests that overall there is a low to moderate potential for ground contamination on the BBC Television Centre Site, increasing to high potential in isolated locations, due to the current and historic on-site and off-site land uses. Potential site contamination from current and historic on-site and off-site land uses is likely to be constrained within any remaining Made Ground and upper clay layers beneath the site.

4.93 There are several conditions on the outline planning consent (Conditions 31-36 inclusive) that relate to the requirement for an appropriate level of site investigation and remediation where required to ensure that there are no unacceptable risks to human health, controlled waters or the wider environment resulting from the redevelopment of the BBC Television Centre Site. As such, in respect of the incorporation of a basement level across Plot F, subject to the satisfactory discharge of Conditions 31-36, no additional or different ground conditions related environmental effects are anticipated over and above those presented and assessed within the ground conditions impact assessment of the 2014 ES (as amended).

4.94 The applicant has discharged conditions 31 and 32 which relate to a preliminary risk assessment and site investigation for the whole site. Subject to compliance with conditions 33-36 (of the outline consent), it is considered the impacts on ground conditions would be acceptable, and the proposals would be in accordance with policies DM H4, H6 and H7 of the Development Management Local Plan, policy CC4 of the Core Strategy and policy 5.21 of the London Plan.

Flood Risk and Drainage:

4.95 The applicant contends that the design of the townhouses has been developed in accordance with the Flood Risk Assessment (FRA) that was prepared and submitted in support of the 2014 outline planning application with regard to Drainage and Flood Risk. To satisfy the requirements of the FRA, flooding up to a 1 in 100 +30% allowance for climate change storm would only flood the public realm areas (i.e. surface water runoff would be kept away from the buildings). In addition, the design of the public realm area includes attenuation to achieve the maximum discharge from the site as defined within the FRA. This includes a swale and a 195m³ geocellular attenuation tank in the Village Green. The surface water will be conveyed to an existing man-hole and discharged at the rates agreed with Thames Water.

4.96 In addition, the FRA requires measures such as waterproofing to mitigate the risk of basement flooding. The extent of basement waterproofing will be further developed in due course and the level of waterproofing will need to be appropriate with the designated basement design grade.

4.97 Based on the above, it is considered that there would be no additional or different environmental effects are anticipated over and above those defined and assessed within the 2014 ES (as amended) with respect to water resources, drainage and flood risk. The Council's Environmental Policy Officer raises no objections to the Plot F proposals subject to compliance with the FRA. Therefore, it is considered the detailed design of Plot F would ensure the development accords with policies 5.13 and 5.14 of the London Plan (2016) and CC2 with regards to flooding/drainage.

Sustainability:

4.98 Policy CC1 of the Core Strategy provides guidance on reducing carbon emissions, stating that the Council will require "developments to make the fullest possible contribution to the mitigation of and adaption to climate change". The Council will do this through:

- o "reducing carbon emissions from the redevelopment or reuse of buildings,
- o by ensuring developments minimise their energy use, make use of energy from efficient sources and use renewable energy where feasible;

- o maximising the provision of decentralised energy networks and integrating the use of renewable energy in the proposed regeneration areas;
- o meeting London Plan targets for reducing carbon emissions from new development;
- o promoting the efficient use of land and buildings and patterns of land use that reduce the need to travel by car;
- o safeguarding existing heating and cooling networks in the borough; and
- o requiring developments to be designed and constructed to take account of the increasing risks of flooding, drought and heatwaves".

4.99 Policy DM H1 then provides further details, stating that: "the Council will require the implementation of energy conservation measures:

- o implementing the London Plan sustainable energy policies and meeting
- o the associated carbon dioxide (CO₂) reduction targets to ensure developments are designed to make the most effective use of passive design measures, minimise energy use and reduce CO₂ emissions;
- o requiring energy assessments for all major development to demonstrate and quantify how the proposed energy efficiency measures will reduce the expected energy demand and CO₂ emissions;
- o requiring major developments to demonstrate that their heating and/or cooling systems have been selected to minimise CO₂ emissions. This includes the need to assess the feasibility of connecting to any existing decentralised energy systems or integrating new systems such as Combined (Cooling) Heat and Power units or communal heating systems, including heat networks;
- o using on-site renewable energy generation to further reduce CO₂ emissions from major developments, where feasible;
- o where it is not feasible to make the required CO₂ reductions by implementing these measures on site, contributions should be made to a local fund to help reduce CO₂ emissions through off-site schemes (e.g. by implementing energy efficiency measures in neighbouring areas and/or helping to establish and enhance decentralised energy systems); and
- o encouraging energy efficiency and other low carbon measures in all other (i.e. non-major) developments".

4.100 Policy DM H2 promotes sustainable design and construction through:

- o "implementing the London Plan sustainable design and construction policies to ensure developments incorporate sustainable measures, including, but not limited to, making the most effective use of resources such as water and aggregates, sourcing building materials sustainably, reducing pollution and waste, promoting recycling and conserving the natural environment;
- o requiring Sustainability Statements for all major developments to ensure the full range of sustainability issues have been taken into account during the design stage; and
- o encouraging the integration of sustainable design and construction measures in all other (i.e. non-major) developments, where suitable".

4.101 Arup have produced a report which confirms that the development is being carried out in accordance with the approved Energy Strategy and that no revisions to the approved Energy Strategy are proposed.

4.102 Following the principle of 'reducing energy demand' it is confirmed that the townhouses are being designed based on the passive design standards, which are set out within the energy statement, prepared by Arup. These passive design measures include low U-value fabric constructions, high performance glazing and high standards of air tightness. In order to allow the townhouses to minimise overheating without the need for mechanical cooling, new façades and roof light openings have been introduced.

4.103 In order to supply energy efficiently, the townhouses will be connected to the site-wide Combined Heat Power System and each individual townhouse will include a hydraulic interface unit with chilled water and low temperature hot water being distributed within each townhouse. On their south facing roofs, each townhouse will include a photovoltaic array to provide Zero Carbon electricity generation. In accordance with condition 22 (of the outline permission), full details will be submitted following approval of the RMA.

4.104 The development is therefore compliant with Core Strategy Policy CC1 and Development Management Policies H1 and H2 and London Plan policies 5.1, 5.2, 5.3, 5.5, 5.6, 5.7, 5.8 and 5.9.

Accessibility:

4.105 Design Policy 1 of the Planning Guidance SPG relates to inclusive design. It states that: "Applications for new buildings, changes of use, extensions and other building work should ensure that the building is designed to be accessible and inclusive to all who may use or visit the building. Drawings submitted for planning approval should show external access and how, in general, internal facilities (including those requiring detailed building regulations approval) will cater inclusively for all categories of user". SPD Design Policy 10 states that "where there are major regeneration projects involving public spaces and large facilities with public access disabled people should be enabled to engage in the design processes".

4.106 The applicant has submitted an access statement (in the DAS) produced by David Bonnett Associates (Access Consultant) which demonstrates how the proposed Plot F scheme has been prepared to consider the requirements of all users including; people with mobility/visual impairments, deaf people, older people and small children.

4.107 The access statement notes that the following key provisions have been made:

- Incorporate principles of inclusive design where possible;
- Access routes to all connections with local pedestrian routes and public transport;
- Traffic calmed shared space - pedestrians to have priority;
- Accessible communal open landscaped space at the centre of plot F which has step free access, suitable paths and surfaces for all users;
- Townhouses to meet Building Regulation M4(2) accessible and adaptable dwellings;

4.108 With respect of the housing units, the access statement notes that the following provisions are incorporated into the detailed design:

- 1200 x 1200mm landings at private entrances (with lighting);
- All entrances have fixed canopy 900 x 600mm deep;

- All entrance doors/thresholds have min clear/level opening width of 850mm;
- Clear approach spaces to entrances and doors to balconies/external amenities;
- Entrance doors located centrally in the wall;
- Doors to balconies min 850mm wide;
- All thresholds to external amenity/balconies are level;
- Corridors are min 900mm in width;
- Internal doors have clear opening widths conforming to accessible standards;
- All dwellings have step-free access to all rooms and facilities within entrance storey;
- Internal stairs to meet provisions of AD-Part K;
- All dwellings have kitchens, wc, living rooms and dining area on entrance levels;
- Kitchens have clear space of 1200mm depth between appliances and units;
- Principal living areas have glazing at 850mm above floor level (to comply with Part K);
- All walls of bathrooms and shower rooms capable of supporting grab rails, seats and other adaptations;
- WCs on ground floors have potential for level access showers to be fitted;

4.109 Following discussions between the applicant, officers and the Accessibility Forum, it is recommended that a planning condition is secured which requires there to be seating with back rests/arm rests within the village green landscaped open space. The Disability Forum is broadly satisfied with the proposals subject to compliance with the M4(3) standards for dwellings set out in the London Plan policies 3.5 and 3.8.

4.110 Subject to the above condition, and the other conditions associated with the outline planning permission, it is considered that the proposed RMA is fully compliant with the various accessibility and inclusivity policies set out in the London Plan (3.5, 3.8 and 7.2) Local Plan policy DM A4 and SPG Design Policies 1 and 10.

Safety and Security

4.111 The BBC Television masterplan site will incorporate a range of security measures, designed to protect the site from crime of all types. There are security measures within Plot F which will contribute to the site-wide provisions.

4.112 Details of the 'Secured by Design' measures will be discharged under the appropriate planning conditions following approval of the RMA. On plot F specifically, the dwellings are designed to reduce crime through using the principles of 'Secured by Design'. All dwellings feature large feature windows on the front façade; the position of which shift to ensure that all homes overlook the central village green. This provides natural surveillance onto the street and open space.

4.113 Subject to the secure by design condition (of the outline permission), it is considered that the proposals are therefore compliant with policy DM G1 regarding ensuring the principles of Secured by Design are factored into design.

5. RECOMMENDATION AND CONCLUSION:

5.1 It is considered that the proposed layout, scale, appearance, means of access and landscaping of Plot F are acceptable and fully accord to the relevant planning policies in the London Plan, Core Strategy and Local Plan.

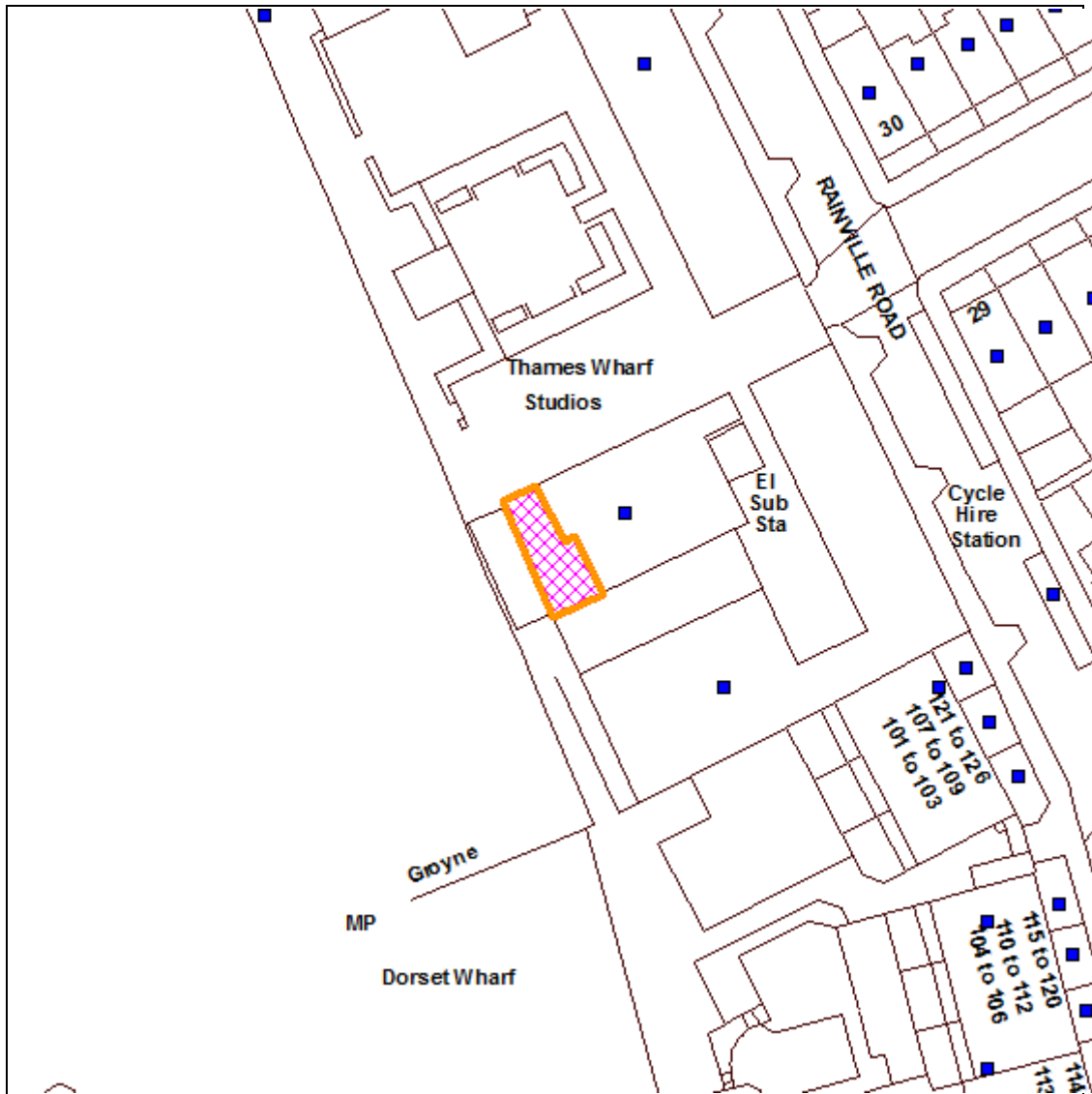
5.2 The proposed RMA broadly complies with the approved parameter plans and design codes relevant to Plot F (as consented in the outline permission) and the environmental impacts would be within the scope of the impact, predicted in the original 2014 scheme Environmental Statement (incorporating subsequent addendums).

5.3 It is recommended that the reserved matters for Plot F are approved, pursuant to planning permission re: 2016/01373/VAR, subject to conditions.

Ward: Fulham Reach

Site Address:

Thames Wharf Rainville Road London W6 9HA



© Crown Copyright. All Rights Reserved. London Borough Hammersmith and Fulham LA100019223 (2013).
For identification purposes only - do not scale.

Reg. No:
2016/04874/FUL

Case Officer:
Jacques Du Plessis

Date Valid:
07.11.2016

Conservation Area:
Fulham Reach Conservation Area - Number 39

Committee Date:
08.02.2017

Applicant:

The River Cafe Ltd
c/o Agent

Description:

Temporary change of use of part of the existing ground floor from offices (Use Class B1) to restaurant / cafe (Use Class A3) and provision of external seating.

Drg Nos: RSHP-0000-P-LC Rev 0; RSHP-0000-P-SP Rev 0; RSHP-0000-P-GF Rev 0; RSHP-0060-E-W Rev 0; RSHP-0061-E-N Rev 0; RSHP-0062-E-S Rev 0; RSHP-0100-P-GF Rev 0; RSHP-0300-E-W Rev 0; RSHP-0301-E-N Rev 0; RSHP-0302-E-S Rev 0; Design and Access Statement Rev A, 23 Nov 2016.

Application Type:

Full Detailed Planning Application

Officer Recommendation:

That the application be approved 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 use hereby approved is permitted for a limited period only, until 1st March 2022, on or before which date the use shall cease and any temporary structures in connection with the use shall be removed from the site.

This proposal is considered to be acceptable for this limited period in view of its nature, design and appearance, and to allow the Council to reassess the impact of the operation of the use on the existing amenities of the occupiers of neighbouring properties and on traffic and car parking conditions, in accordance with policies BE1, LE1, CC2, CC4 and T1 of the Core Strategy 2011 and policies DM B1, DM B3, DM F2, DM G7, DM J2, DM J5 and DM J6 of the Development Management Local Plan 2013.

- 3) The development shall be carried out and completed in accordance with the following drawings and documents submitted:

RSHP-0000-P-LC Rev 0; RSHP-0000-P-SP Rev 0; RSHP-0000-P-GF Rev 0; RSHP-0060-E-W Rev 0; RSHP-0061-E-N Rev 0; RSHP-0062-E-S Rev 0; RSHP-0100-P-GF Rev 0; RSHP-0300-E-W Rev 0; RSHP-0301-E-N Rev 0; RSHP-0302-E-S Rev 0; Design and Access Statement Rev A, 23 Nov 2016.

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 7.1, 7.2, 7.3, 7.4, 7.5, 7.6, and 7.8 of the London Plan 2016 and Policy BE1 of the Core Strategy 2011 and Policies DM B1, DM B3, DM G7, DM J2, DM J5 and DM J6 of the Development Management Local Plan 2013.

- 4) Notwithstanding the provisions of the Town and Country Planning General Permitted Development Order 1995 (or any Order revoking and re-enacting that Order), the premises shall be used only for purposes within Use Class A3 of the Schedule to the Town and Country Planning (Use Classes) Order 1987, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order.

In order to ensure that the Council can fully consider the effect of any such proposal on traffic generation and/or employment policies, in accordance with Policy LE1 of the Core Strategy 2011 and Policies DM J2 and DM J6 of the Development Management Local Plan 2013.

- 5) The premises shall not be used primarily for the sale of takeaway hot food and any activity of this nature shall be incidental and ancillary to the permitted use for the consumption of food and drink on the premises.

Such a use could give rise to potentially different operating conditions resulting in increased activity noise and disturbance, contrary to Policy DM C6 of the Development Management Local Plan 2013.

- 6) Prior to use of the development, details shall be submitted to and approved in writing by the Council, of the external sound level emitted from plant/ machinery/ equipment and mitigation measures as appropriate. The measures shall ensure that the external sound level emitted from plant, machinery/ equipment will be lower than the lowest existing background sound level by at least 10dBA in order to prevent any adverse impact. The assessment shall be made in accordance with BS4142:2014 at the nearest and/or most affected noise sensitive premises, with all machinery operating together at maximum capacity. A post installation noise assessment shall be carried out where required to confirm compliance with the sound criteria and additional steps to mitigate noise shall be taken, as necessary. Approved details shall be implemented prior to occupation of the development and thereafter be permanently retained.

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

- 7) 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

- 8) Prior to use of the development, details of anti-vibration measures shall be submitted to and approved in writing by the Council. 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.

- 9) Prior to the occupation of development, details of refuse and recycling storage and provision shall be submitted to and approved in writing by the Local Planning Authority. Development shall accord with the details as approved, and the refuse and recycling provision shall be retained thereafter for the lifetime of the development.

To ensure the satisfactory provision of refuse storage and recycling and to prevent obstruction of the highway in accordance with Policy DM H5 of the Development Management Local Plan 2013.

- 10) Prior to the occupation of the development, details of secure cycle storage shall be submitted to and approved in writing by the Local Planning Authority. The cycle storage facilities shall be provided prior to the first occupation and thereafter permanently retained, in accordance with the approved details for the lifetime of the development.

To ensure the provision of bicycle spaces in accordance with Policy DM J4 and DM J5 of the Development Management Local Plan 2013.

- 11) The hours of operation of the A3 use floorspace hereby approved shall be 0800 hours to 2300 hours Mondays to Saturdays and 0800 to 1600 Sundays.

To ensure that the amenities of surrounding occupiers are not unduly affected by noise and other disturbance, in accordance with Policies DM H9 and DM H11 of the Development Management Local Plan 2013.

- 12) No deliveries nor collections / loading nor unloading associated with the A3 use shall occur at the development hereby approved between Monday to Friday other than between the hours of 8am and 8pm, and 9am to 6pm Saturdays, and not at all on Sundays.

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 2013.

- 13) No removal of refuse nor bottles/ cans to external commercial bins or external areas at the development shall be carried out other than between the hours of 08:00 to 20:00 on Monday to Friday and 10:00 to 18:00 on Saturdays, and at no time on Sundays and Public/Bank Holidays.

To ensure that the amenity of occupiers of the development site and surrounding premises is not adversely affected by noise, in accordance with Policies DM H9 and H11 of the Development Management Local Plan 2013.

- 14) The ground floor entrance door to the development hereby approved shall not be less than 1 metre wide and the threshold shall be at the same level to the path fronting the entrance to ensure level access.

In order to ensure the development provides ease of access for all users, in accordance with Policies 3.1 and 7.2 of the London Plan 2016.

- 15) No advertisements shall be displayed on either the external face of the development and/or inside any windows, unless full details of proposed signage have been submitted and approved in writing by the Council.

In order to ensure a satisfactory appearance to the development and to prevent harm to the streetscene in accordance with Policy BE1 of the Core Strategy 2011 and Policies DM G1 and DM G8 of the Development Management Local Plan 2013.

- 16) The use hereby permitted shall not commence until a Flood Risk Assessment relevant to the application property has been submitted to and approved in writing by the council. The measures/scheme shall be implemented in accordance with the approved details prior to occupation of the development hereby permitted, and thereafter permanently retained and maintained in line with the agreed plan.

To ensure that the flows of foul and surface water run-off is managed in a sustainable manner, in accordance with Policy 5.13 of The London Plan 2016, Policy CC1 and CC2 of the Core Strategy 2011 and Policy DM H3 of the Development Management Local Plan 2013.

- 17) No organised delivery of food (i.e. takeaway deliveries to customers) shall take place from the premises using motor vehicles (which include motor cycles, mopeds and motor scooters).

No provision has been made for the parking of vehicles off- street in connection with a delivery service. In the circumstances any such vehicles would be likely to park on the public highway which would prejudice the free flow of traffic and public safety in accordance and in the interests of residential amenities in accordance with Policies DM H9 and DM H11 of the Development Management Local Plan 2013.

- 18) No chairs or tables shall be set out on the Thames Path to the front of the building.

To ensure that the use does not give rise to conditions which would be detrimental to the amenities of surrounding occupiers by reason of noise and disturbance occasioned by the use of this area in compliance with policy H11 of the Development Management Local Plan 2013.

- 19) Neither music nor amplified loud voices emitted from 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 2013.

Justification for Approving the Application:

- 1) Land use: The principle of a temporary restaurant / cafe residential will make effective use of currently under-utilised land in accordance with London Plan (2016) Policy 7.29 and Policies DM C6, DM F1 and DM F2 of the Development Management Local Plan (2013) and Policy LE1 of the Core Strategy (2011).
- 2) Residential Amenity and Impact on Neighbouring Properties: The impact of the proposed development upon adjoining occupiers is considered acceptable with no overall significant worsening of air quality, and noise to cause undue detriment to the amenities of neighbours. In this regard, the development would sufficiently respect the principles of good neighbourliness. The development is therefore considered acceptable in accordance with Policies 4.1, 7.6, 7.14, 7.15 of the London Plan (2016), and Policies DM H8, DM H9, and DM H11 of the Development Management Local Plan (2013), and Policies BE1 and CC4 of the Core Strategy (2011), and the Council's "Planning Guidance" Supplementary Planning Document (2013).
- 3) Transport: The development seeks that there would be no significantly adverse impact on traffic generation or car parking and the proposed development would not result in unacceptable conditions on the road network. Satisfactory provision would be made for cycle parking. Adequate provision for storage and collection of refuse and recyclables would be provided. The development is therefore considered to be acceptable in accordance with Policies 6.3, 6.9, 6.10, 6.11, 6.13 of the London Plan (2016) and policies DM J2, and DM J5 of the Development Management Local Plan (2013), and policies T1 and RTC1 of the Core Strategy (2011) and the Council's "Planning Guidance" Supplementary Planning Document (2013).
- 4) Access: The development would provide a safe and secure environment for all users. The development is therefore considered acceptable in accordance with Policies 7.2 and 7.5 of the London Plan (2016), Policies DM H9 and DM H11 of the Development Management Local Plan (2013), and the Council's adopted "Planning Guidance" Supplementary Planning Document (2013).
- 5) Sustainability: The proposal would seek to reduce pollution and waste and minimise its environmental impact. The development is therefore considered acceptable in accordance with Policies 5.1, 5.2, and 5.12 of the London Plan (2016) and Policies CC3, CC4, and RTC1 of the Core Strategy (2011) and the Council's "Planning Guidance" Supplementary Planning Document (2013).
- 6) Flood Risk: A Flood Risk Assessment (FRA) will be submitted to consider risks of flooding to the site and identify and secure adequate preventative measures. The development is therefore considered to be acceptable in accordance with the NPPF, London Plan (2016) Policy 5.12 and Policy CC2 of the Core Strategy (2011).

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

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

Application form received: 4th November 2016

Drawing Nos: see above

Policy documents: National Planning Policy Framework (NPPF) 2012
The London Plan 2016
LBHF - Core Strategy Local Development Framework 2011
LBHF - Development Management Local Plan 2013
LBHF - Planning Guidance Supplementary Planning Document
2013

Consultation Comments:

Comments from:

Dated:

Neighbour Comments:

Letters from:

Dated:

22 Bowfell Road Hammersmith W6 9HE	30.11.16
23 Bowfell Road London W6 9HE	14.12.16
8 Thames Reach 80 Rainville Road London W6 9HS	12.12.16
Larnach Road London W6 9NX	08.12.16
93 Rannoch Road London W6 9SX	13.12.16
73 Colwith Road London W6 9EZ	17.01.17
6 Bowfell Rd London London W6 9HE	26.01.17
25 Niton Street Fulham London SW6 6NH	24.01.17
8 Petley Road London W6 9ST	25.01.17

1.0 BACKGROUND

SITE AND SURROUNDINGS

1.1 This application relates to part of the ground floor (74 sqm) of Block 2 which fronts the riverside and forms part of Thames Wharf Studios located on the north bank of the River Thames west of Rainville Road. Thames Wharf Studios comprises a range of buildings set around a central courtyard of private open space (Blocks 1-6). The existing buildings are currently in office use or vacant except for the ground floor of the northern Wharf Building (Blocks 4 and 5) which is in restaurant use and currently occupied by The River Café. Block 2, the taller building which has an iconic barrel vault roof, is currently mostly vacant and was previously occupied by a well-known architectural firm since the 1980s.

1.2 Thames Wharf Studios is bounded to the north by the Thames Reach residential development, to the east by Rainville Road with two storey domestic scale terraces, to

the south by Rainville Court a borough housing scheme of the late 1970's plus Dorset Wharf and to the west by the Thames Path and River Thames.

1.3 The site lies within the Fulham Reach Conservation Area and Thames Policy Area and is bounded to the east by the Crabtree Conservation Area and to the west by the River Thames Nature Conservation Area. The main three storey northern Wharf Building (Blocks 4 and 5) fronting Rainville Road is included on the Council's local Register of Buildings of Merit.

1.4 The site has a Public Transport Accessibility Level (PTAL) of 2 (on a scale of 1 to 6 where 1 is lowest and 6 highest). There are a number of bus services on Fulham Palace Road (420m from the site), with the nearest underground station being Hammersmith, a 15-20 minute walk from the site.

PLANNING HISTORY

1.5 Block 2 was built by Duckhams in 1958 and was redeveloped in 1980s as individual offices with a restaurant (River Café) which opened in the Building of Merit in 1987.

1.6 Planning Permission (2015/00642/FUL) was granted 28 August 2015 for the demolition of existing buildings adjacent to the River Thames (excluding the main Wharf buildings) and redevelopment of the site comprising the construction of two buildings with balconies (one part six, part seven-storey and one part six, part seven, part nine-storey plus mezzanine) together with the retention and conversion of the buildings fronting Rainville Road; provision of a total of 57 residential units (Class C3); 699 sq.m ground floor office space (Class B1); 116 sq.m flexible restaurant/office space (Class B1/A3) and retention of a 544 sq.m restaurant (Class A3); with new access arrangements, basement car parking; cycle parking and associated landscaping. This permission has not been implemented at the date of this report.

CURRENT APPLICATION

1.7 The current application seeks permission for a temporary (5 years) change of use of part of the ground floor of Block 2 from offices (Use class b1) to restaurant / café (Use Class A3) and provision of external seating. The total change of use area measures 74sq.m.

1.8 The proposal is for an extension to the existing River Café, comprising part of the ground floor in Block 2 of Thames Wharf to create a temporary pizzeria restaurant / café. A new entrance will be formed on the north elevation, a new extraction vent on the south elevation, plus proposed external seating located in the existing private courtyard area. The opening hours are proposed to be Monday to Saturday: 08.00 to 23.00 and Sunday: 08.00 to 16.00.

SUPPORTING DOCUMENTS

1.9 The proposals have been accompanied by the following technical reports;

- Planning Application Forms and CIL form;
- Planning Application Drawings;
- Design and Access Statement;

2.0 PUBLICITY AND CONSULTATIONS

2.1 The application was advertised by way of site notices and a press notice and notification letters were sent to statutory bodies as well as to neighbouring properties. The application has been advertised as being.

- A Minor Development
- An Application within a Conservation Area

NEIGHBOUR NOTIFICATION

2.2 138 letters were distributed to local residents and businesses advising of the planning application. Three responses have been received in support of the application and five responses have been received raising the following concerns;

- Outdoor seating is out of keeping with the location;
- Introduce commercial activity in a quiet residential area;
- Increase in car parking demand;
- Increase in traffic;
- Noise and nuisance;
- Deliveries

2.3 The applicant hosted a residents meeting on 24 January 2016 from 5pm onwards to provide the opportunity for members of the public to view the proposal and seek clarification where needed. An attendance sheet was provided which shows the following;

- 41 in support of the scheme
- 2 expressing concerns/objection
- 9 which are non-committal

AMENITY GROUPS AND STAKEHOLDERS

2.4 The following states the main points of responses received from amenity groups and stakeholders within the London Borough of Hammersmith and Fulham;

2.5 Crabtree Estate Residents Association - objections raised and comments made:

- Increase in traffic and parking demand;
- Potential Take-away food and litter will detract from Conservation Area;
- Noise caused by deliveries and refuse collection;

3.0 PLANNING CONSIDERATIONS

3.1. The planning report will comprehensively assess the following planning considerations some of which have been raised in the consultation responses to the application:

- Employment (Class B1 Use);
- Café / Restaurant (Class A3 Use);
- Design and appearance;
- Riverwalk;
- Impacts on residential amenity;
- Highways and Transportation (Traffic Generation and Pedestrian Safety, Servicing, Car parking, Cycle parking);

- Environmental Considerations (Ground Conditions, Flood Risk Drainage and Water Resources, Ecology, Air Quality, Noise and Vibration, Waste and Recycling);
- Accessibility;
- CIL
- Conclusion and Recommendation.

3.2. The planning application has been assessed against the Development Plan which comprises the London Borough of Hammersmith and Fulham Core Strategy (2011), the Development Management Local Plan (2013) and the London Plan (2016). The National Planning Policy Framework (NPPF) presents important planning guidance at a higher strategic level and is a material planning consideration in the assessment of planning applications. Consultation on the Proposed Submission Local Plan ran for a 6-week period from 16 September to 28 October 2016. The Local Plan sets out the vision, objectives, and detailed spatial strategy for future development in Hammersmith and Fulham for the next 15-20 years along with development management policies. This was the second formal public consultation stage in the production of the Local Plan (Regulation 19). The document is a material consideration to which appropriate weight should be afforded.

EMPLOYMENT USE (B1 OFFICE)

3.3. The National Planning Policy Framework (NPPF) states that where there is no reasonable prospect of a site being used for the allocated employment use, applications for alternative uses of land or buildings should be treated on their merits having regard to market signals and the relative need for different land uses to support sustainable local communities.

3.4. The London Plan (2016) encourages refurbishment of office stock where it is viable. Policy 4.2 (Offices) is relevant to this application and the focus of this policy is to enable the necessary growth of office provision including the renewal and modernisation of existing office stock in viable locations. It allows for change of use to other uses where the existing office space can be deemed surplus to requirements. The policy encourages the consideration of surplus large office space for smaller units.

3.5. Core Strategy Policy LE1 (Local Economy and Employment) seeks the retention of premises capable of providing continued accommodation for local services or significant employment unless:

1. Continued use would adversely impact on residential areas; or
2. An alternative use would give a demonstrably greater benefit that could not be provided on another site; or
3. It can be satisfactorily demonstrated that the property is no longer required for employment purposes; or
4. An alternative use would enable support for essential public services and is otherwise acceptable.

3.6. DMLP Policy DM B1 (Providing for a range of employment uses) should also be considered against the proposals in this scheme which sets out criteria with which to assess the loss of employment floorspace against. These include;

1. The suitability of the site for continued use;
2. Evidence of unsuccessful marketing;

3. The need to avoid adverse impact on established clusters of employment use; and
4. The need to ensure a sufficient stock of premises and sites to meet local need for a range of types of employment uses in appropriate locations.

3.7. The proposed development involves the loss of 74 sqm GIA of Class B1 office floorspace. It should be noted that the extant consent ref: 2015/00642/FUL, when implemented, will result in the nett loss of 3,316 sqm GIA office floorspace. An Office Market Review Report by Knight Frank was submitted with the extant consent which justified the loss of office floorspace. The report provided an opinion on the likelihood of the site providing a suitable and sustainable office use once the primary tenant has relocated to their new premises. The report focussed on addressing Part 3 of Policy LE1 and the four considerations set out in the second part of Policy DM B1 in order to justify the loss of employment floorspace on site. Officers have carefully considered the Office Market Review Report in determining whether the loss of office space is acceptable or not. The assessment concluded that the existing buildings have reached the end of their useable life span without major refurbishment. It was acknowledged that there is some appetite from small local occupiers for the accommodation in its current condition. The location is less of an issue for smaller companies, as they do not need to be plugged into the local infrastructure and do not have the same requirements for proximity to amenity facilities. However it was considered that these smaller local occupiers will not secure the long term office occupation of the buildings as they are more budget sensitive and will only commit to short term flexible leases/licenses.

3.8. The principle of loss of office floorspace in this location, given the scale and nature of the proposals, is still considered to be acceptable and in accordance with the objectives of the NPPF, Policy 4.2 and Annex 1 of the London Plan and Policy LE1 of the Core Strategy and Policy DM B1 of the Development Management Local Plan.

CAFÉ / RESTAURANT USE

3.9. The use would be a temporary use in the interim before the site is redeveloped as a mixed use, primarily residential scheme. The proposed development is located within two former meeting rooms of Block 2 of the Thames Wharf complex, immediately adjacent to the river walk. The internal area will be approximately 73.4 sqm (790ft²) and has capacity to accommodate 12 tables (approximately 40 covers) which will be positioned adjacent to the windows to maximise views outwards. The principle of additional restaurant floorspace has been set by the extant consent (2015/00642/FUL) which will provide an additional 104sq.m of restaurant floor space within the proposed new north building. It is also proposed as part of the extant consent to provide an area measuring 116sqm on the ground floor within the northern building fronting the river with flexible use Class A3 (Restaurant) and Class B1 (Office).

3.10. Use Class A3 can represent town centre type uses, which should be directed into the town centre first in accordance with the NPPF. The proposed A3 use is supported in this instance as it would result in the provision of a mixed-use development as part of the existing Thames Wharf Studios, contributing to the vitality of the riverside location and providing employment opportunities within the use. This is confirmed in Core Strategy paragraph 7.70 which supports provision of 'ground level uses appropriate to a river location'.

3.11. It is recommended that several safeguarding conditions would be attached to any permission for A3 uses ensuring the hours of operation are controlled and any external

ducting is submitted to the local authority for approval, prior to occupation of the restaurant / café. It is also recommended that the use is restricted to Class A3 (food and drink restaurant/café only) so hot-food take-away, or public house/bar uses are prohibited. The condition should also state that change of use to Class A1 retail would not be permitted without applying for planning permission.

3.12. In conclusion, it is considered that subject to conditions a small amount of additional A3 use would be acceptable in this location and would positively contribute to the riverside context in terms of reinforcing the vibrant and mixed use character. The application is considered to be compliant with Core Strategy policy LE1, DMLP Policy DM C6, London Plan policies 7.1 and 7.27 and the NPPF with regards to mixed use development and land uses within out-of-centre locations.

DESIGN AND APPEARANCE

3.13. The NPPF attaches great importance to design, and should contribute to making better places for people. Developments should function well and establish a strong sense of place. They should optimise the potential of a site to accommodate development, and respond to local character. Whilst acknowledging the importance of visual appearance the NPPF considers that high quality and inclusive design goes beyond this and should address the connections between people and places and the integration of new development into the natural, built and historic environment.

3.14. The proposal comprises minor amendments to both the interior and exterior of the building to provide a new restaurant / café. The external appearance of the existing facade will remain unchanged apart from the introduction of a new door and discrete vent. The new door will be formed within the existing glazing module closest to the river walk providing level access. The existing fire escape door directly onto the river walk will be retained as a second possible means of escape.

3.15. The proposed development will utilise an electric pizza oven which will be discretely vented up and over the adjacent single storey commercial building. The remaining space will be naturally ventilated with the existing opening windows.

3.16. Internally the main visual element will be a stainless steel bar which will run the length of the unit from which food and drink preparation will take place and be dispensed. Stools will also be available for those wishing to enjoy a more informal setting. The interior design will follow the 'spirit' of the main River Café restaurant but will have its own identity suited to that of a 'café'; offering a more limited menu which compliments the main River Café restaurant.

3.17. The proposal is to provide a few tables within the existing landscape immediately to the north of the space which will be accessed by the provision of a new door described above. To unify this area with the existing landscaped courtyard, additional plant boxes will be located to clearly delineate the space. The existing current public route/access through to Rainville Road will be maintained.

RIVERWALK

3.18. The Thames Path is Hammersmith and Fulham's most important Linear Open Space. Improving and establishing a network of links to this space is very important to increase use and enjoyment of this space. The application proposes the provision for

chairs or tables within the hardstanding courtyard area which will not encroach onto the Thames Path. This area is also not within the public highway and therefore does not cause any highways issues.

THE IMPACT ON RESIDENTIAL AMENITIES

3.19. This section focuses on the impact that the schemes would have on the properties surrounding the site. Policy 7.6 of the London Plan (2016) states that buildings and structures should not cause unacceptable harm to the amenity of surrounding land and buildings, particularly residential buildings, in relation to privacy. Policy DM G1 of the Development Management Local Plan outlines that development should be designed to respect the principles of 'good neighbourliness'.

3.20. To the east of the site beyond the remainder of Block 2 and the Southern Wharf building, which fronts onto Rainville Road, and on the opposite side of the road are residential properties. To the south of the application site beyond the single storey office building lies Rainville Court. The proposal will work through the existing River Café restaurant including staff facilities, rest rooms, deliveries and waste collection; all of which are located within the existing main restaurant. No additional delivery movements are anticipated.

3.21. It is considered that the surrounding residential properties are sufficiently set back from this ground floor unit within Block 2 with the proposed use contained within the building and courtyard and the relationship is considered acceptable not to have a detrimental impact on neighbouring properties. Subject to conditions restricting operating hours, deliveries, takeaway services, servicing and outside seating areas it is considered that the proposal would be in accordance with Policy 7.6 of the London Plan and Policy DM G1 of the Development Management Local Plan.

HIGHWAYS AND TRANSPORTATION

3.22. The NPPF notes the link between transport, sustainability and health. An overall aim is to reduce the need to travel and to give priority to pedestrians and cyclists. London Plan Policy 6.1 (Strategic approach) seeks to integrate transport and developments by encouraging developments that reduce the need to travel, especially by car. Maximum car parking standards, minimum cycle parking standards, and proximity to public transport are components of this. Policy 6.13 expands on this and requires that when assessing the effects of development on transport capacity development which generates new trips should be located where good public transport exists which has capacity to support the additional demand. The London Plan (2016) strengthens the policies on cycling provision, including the Mayor's cycle hire scheme and using Section 106 agreements to ensure there is sufficient capacity.

3.23. Core Strategy Policy RTC1 (Thames River and Grand Union Canal) encourages greater use of the river and greater access to it for leisure and educational activities. Policy T1 also seeks increased opportunities for walking and cycling, and securing appropriate levels of parking.

3.24. Development Management Local Plan Policies DM J1 and DM J6 requires that all development proposals be assessed against their contribution to traffic generation and other impacts on congestion, particularly on bus routes and the primary road network, and against the present and potential availability of public transport and its capacity to

meet increased demand. Policy DM J2 relate to car parking provision and Table 12.1 sets out maximum car parking standards.

3.25. Rainville Road runs to the east of the site which is of residential character with footways on both sides of the road and street lighting. The site can be accessed from a total of seven bus stops, with the nearest located on Fulham Palace Road 420m to the east (services 74, 190, 211, 220, 295, 424 and 430). Hammersmith Underground Station, providing access to Circle, District, Piccadilly and Hammersmith & City lines, is approximately a 1.0km walk distance and a 15 minute walk from the site. As a result the site is considered to have a poor Public Transport Accessibility Level (PTAL) of 2 (on a scale of 1 to 6 where 6b is the most accessible).

3.26. The nearest commercial centre to the site is Hammersmith with The Broadway Shopping Centre being approximately 1000m walking distance. Other retail and leisure facilities are offered along Fulham Palace Road in the shopping parade, approximately 400m to the east of the site. The Thames Path runs adjacent to the site along the western boundary. Although there are no cycle lanes provided in the immediate vicinity, the bus lanes on Fulham Palace Road provide routes for cyclists. There is a docking station for Barclays Cycle Hire on the east side of Rainville Road opposite the application site.

TRAFFIC GENERATION AND PEDESTRIAN SAFETY

3.27. The Transportation Assessment submitted with the extant consent comprised of a trip analysis for the proposed restaurant use. The assessment considered an increase in restaurant floorspace within the extant consent from 440sq.m to up to 660sq.m (GIA) which equate to an additional 220sq.m. The assessment concluded that the extension to the existing restaurant will not attract a significant travel demand at times when the residential and office development may be operating at times of peak demand. Given that the current proposal only seeks a change of use for 74sq.m officers consider that the impact on the public transport network will be negligible.

CAR PARKING

3.28. Car parking for the restaurant is currently provided on site within the courtyard alongside the central landscaped area. There is a total of eight parking spaces in this location, however this area is valet parked and can provide up to 22 parking spaces. Car parking for the office accommodation is currently provided within the car park to the north adjacent to the site opposite Skelwith Road.

3.29. There is on street car parking available on Rainville Road and the surrounding streets. The site falls under Car Parking Zone T but is also close to Zone X. All car parking zones are pay and display parking with control times being Monday to Friday 09:00 - 17:00. An independent survey company carried out a survey of existing on-street car parking demand as part of the extant consent. The survey has identified that in combination, Rainville Road, Skelwith Road, Bowfell Road, Wingrave Road, Petley Road and Rannoch Road provide for 440 cars to park on street. The survey noted that overall, Rainville Road provided between 48 and 54 available parking spaces on each occasion the survey was taken. The survey has therefore established that the local highway retains a reserve capacity to accommodate on-street car parking, both during the day and overnight.

3.30. Officers are mindful of the objections raised by local residents whom use the local highways network on a regular basis. However, it is considered that the existing restaurant has sufficient private car parking space to accommodate the newly proposed 74 sqm extension. It is also considered that the temporary loss of two off street parking bays to seating and any additional parking demand generated by the proposal would be catered for by the existing reserve parking capacity and therefore complies with Policy DM J2 of the Development Management Local Plan.

CYCLE PARKING

3.31. Policy DM J4 of the Development Management Local Plan requires safe and secure cycle parking provision. For the application to fully conform to London Plan (2016) standards and Policy DM J5 of the Development Management Local Plan the development needs to provide a minimum of two extra cycle parking spaces (1 per 25sqm) for its customers and for the employees. The Design and Access Statement submitted with the application state that cycle parking will be located within the existing cycle store. It is recommended that a condition be attached to any approval to secure the details and use of the cycle storage. The proposal therefore complies with the London Plan and the Development Management Local Plan.

SERVICING

3.32. All servicing is proposed to take place from Rainville Road as existing via the River Café. No on-street loading restrictions are in place on this section of Rainville Road. The proposal makes adequate provision for refuse and recycling storage and collection areas that will avoid refuse being stored on the highway in accordance with Policy DM H5 of the Development Management Local Plan.

ENVIRONMENTAL CONSIDERATIONS

FLOOD RISK, DRAINAGE AND WATER RESOURCES

3.33. The NPPF outlines that inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk, but where development is necessary, making the developments safe without increasing flood risk elsewhere. London Plan Policy 5.12 considers flood risk management, and policy 5.13 requires that drainage is sustainable. Core Strategy Policy CC2 (Water and flooding) aims to minimise current and future flood risk and adverse impacts expected from developments. Policies within the Development Management Local Plan are about water consumption as well as flooding.

3.34. On 26 March 2015 the Environment Agency (EA) informed the council that the need to require developers to carry out a Sequential Test for any site in Hammersmith and Fulham is no longer required. So much of the borough is in the EA's high to medium risk flood zones that it is impractical to try and direct development to alternative sites in Flood Zone 1 (which is what the Sequential Test seeks where possible). In any case, although flood risk from the Thames is low in FZ 1, there are still surface water and sewer flood risks here so, in reality, the majority of the borough is at risk of some form of flooding or another.

3.35. This site is in the EA's Flood Zone 3 which indicates a high risk to flooding from the Thames, although this does not take into account the high level of protection

provided by the Thames Barrier and local river wall defences. If these failed, EA modelling shows that part of the site is in an area that could be impacted by rapid inundation of flood waters. The submission of a Flood Risk Assessment (FRA) will be secured by conditions and attached to any approval. Ground floor areas will remain as commercial uses.

AIR QUALITY

3.36. The NPPF requires that consideration is given to air quality and the cumulative impact of developments. Policy 7.14 of the London Plan recognises the importance of tackling air pollution and improving air quality: developments should minimise exposure to existing poor air quality. Policy DM H8 reflects this and advises that the Council will seek to reduce the adverse air quality impacts of new development. Policy DH H11 requires that there will be no detrimental impact to the general amenity of existing or prospective residents caused by activities.

3.37. The proposed development will utilise an electric pizza oven which will be discretely vented up and over the adjacent single storey commercial building. The remaining space will be naturally ventilated with the existing opening windows.

3.38. Officers consider that the mitigation measures to be secured by condition are sufficient and therefore complies with Policy 7.14 of the London Plan and Policies DM H8 DM H11 of the Development Management Local Plan.

NOISE AND VIBRATION

3.39. The NPPF (Conserving and enhancing the natural environment) states that planning decisions should aim to avoid noise from giving rise to significant adverse impacts on health and quality of life as a result of new development and should mitigate and reduce to a minimum any adverse impacts.

3.40. London Plan policy 7.15 (Reducing noise and enhancing soundscapes) seeks to minimise the existing and potential impacts of noise on, from, within or in the vicinity of, development proposals. The policy notes that "Reducing noise pollution and protecting good soundscape quality where it exists, contributes to improving quality of life".

3.41. Policy CC4 of the Core Strategy requires the council to protect and enhance the environmental quality of the borough, which includes minimising the impact of noise. This is carried through to policy DM H9 which concerns noise and vibration. Sensitive uses should not be permitted where occupants would be affected by noise, and where it is likely to be an issue adequate mitigation measures need to be in place. The approach to assessing the noise and vibration impacts on existing properties uses the same methodology as when assessing the internal environment for future residents.

3.42. Officers consider that the mitigation measures to be secured by condition are sufficient and therefore complies with Policy 7.15 of the London Plan, Policy CC4 of the Core Strategy and Policy DM H9 of the Development Management Local Plan.

WASTE AND RECYCLING

3.43. The NPPF notes that the minimisation of waste is important and linked to sustainability.

3.44. London Plan Policy 5.3 (Sustainable Design and Construction) considers minimisation of waste to be part of sustainable design and construction. Policies 5.16, 5.17 and 5.18 are specific to waste and deal with waste self-sufficiency, waste capacity and construction waste respectively. They contain strategic targets for reducing waste, and aim to encourage boroughs to increase their waste processing capacity. Developers are encouraged by policy 5.18 to produce plans to ensure that materials and waste during construction are dealt with efficiently. London Plan Policy 5.3 considers minimisation of waste to be part of sustainable design and construction. London Plan Policy 5.16 states that the Mayor will aim to achieve zero biodegradable or recyclable waste to landfill by 2031 by minimising waste and encouraging the reuse of (and reduction in) the use of materials and waste.

3.45. Core Strategy Policy CC3 concerns waste management and makes the link with climate change. In promoting sustainable waste management the Council will promote sustainable waste behaviour, including sustainable demolition and ensuring that all developments provide suitable waste and recycling storage facilities.

3.46. Policy H5 of the Development Management Local Plan sets out criteria to ensure that all developments include suitable facilities for the management of waste, including the collection and storage of separated waste.

3.47. Details of refuse storage, management and recycling will be secured by way of condition. Officers consider the waste storage and management facilities are appropriate and are therefore in accordance with London Plan Policy 5.16 and Core Strategy Policy CC3.

ACCESSIBILITY

3.48. London Plan policy 3.1 requires that all persons have equal life chances. Policy DM G1 of the Development Management Plan requires that the principles of accessibility and inclusive design. The Planning Guidance SPD contains a number of policies about inclusive design. These collectively deal with entry into buildings (Design Policy 2), access within buildings (Design Policy 3), and the design and operation of open spaces (Design Policies 6, 7 and 8).

3.49. Access would be via a new entrance from the courtyard with level access and the proposal is considered acceptable in this regard and in accordance with London Plan Policy 3.1, Policy DM G1 of the Development Management Plan and the Planning Guidance SPD.

COMMUNITY INFRASTRUCTURE LEVY (CIL)

3.50. Mayoral CIL is a material consideration to which regard must be had when determining this planning application. The CIL is a charge levied on the net increase in floorspace arising from development to fund infrastructure that is needed to support development in the area.

3.51 The Borough CIL came into effect on 1 September 2015 which means that CIL liable development proposals approved on or after 1 September 2015 will need to pay the borough CIL in addition to the Mayoral CIL which is already in place.

3.52 No CIL is chargeable for the changes proposed to part of the ground floor of Block 2 given that no additional floorspace is created.

4.0 CONCLUSION and RECOMMENDATION

4.1 The development is considered to be acceptable in accordance with national policy and guidance, the London Plan (2016), the Core Strategy (2011) and the Development Management Local Plan (2013). Officers consider that the development would make provision for cafe/restaurant facilities which would make a contribution to the area.

4.2 Officers have given consideration to all the representations received when assessing the proposal. For the reasons detailed in this report officers conclude that the proposal is acceptable in accordance with the relevant policies including the scale, nature; design; impact on surrounding amenity; highways; access for all; environmental impact and equalities. On the basis of securing the recommended conditions, the proposal is considered to represent sustainable development within the Borough.

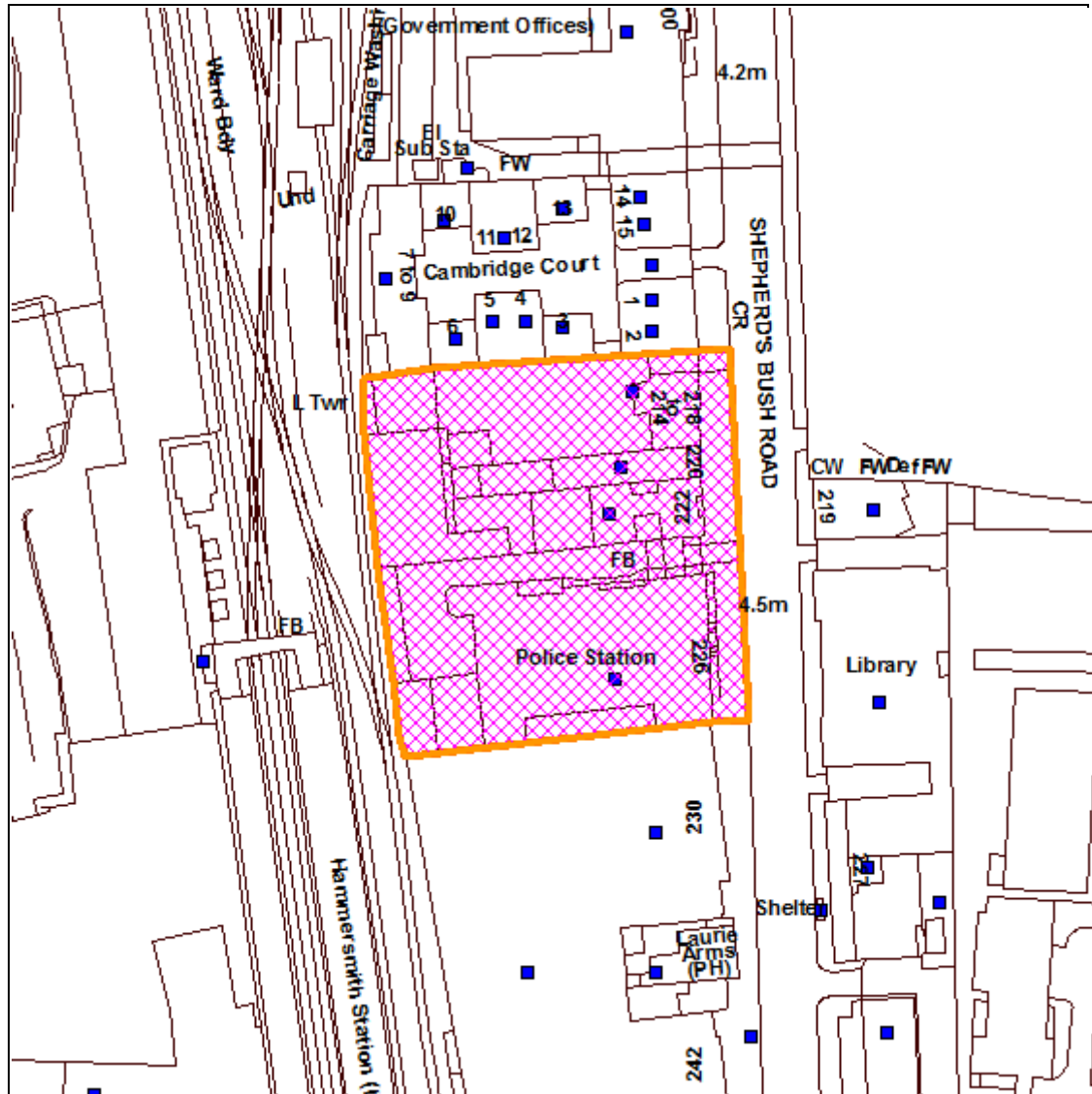
RECOMMENDATION

4.3 Therefore, officer recommendation is the Committee resolve that the Director of Planning and Development be authorised to determine the application and grant planning permission subject to the planning conditions.

Ward: Hammersmith Broadway

Site Address:

Hammersmith Police Station 226 Shepherd's Bush Road
London W6 7NX



© Crown Copyright. All Rights Reserved. London Borough Hammersmith and Fulham LA100019223 (2013).
For identification purposes only - do not scale.

Reg. No:
2016/04200/FUL

Case Officer:
Barry Valentine

Date Valid:
04.11.2016

Conservation Area:
Hammersmith Broadway Conservation Area -
Number 22

Committee Date:
08.02.2017

Applicant:

Mr Max Radford

Empress State Building Marchbank Road London SW6 1TR

Description:

Demolition of Avenue House (214 to 218 Shepherd's Bush Road), 220 and 222 Shepherd's Bush Road) and ancillary buildings including stables to the rear of Hammersmith Police Station (226 Shepherd's Bush Road); Erection of a part three, part five storey high replacement building on Shepherd's Bush Road frontage, increasing to five storeys plus additional two storey high plant roof level along the site's western boundary with a basement; Erection of three storey high extensions within the Grade II listed police station lightwells, and external alterations to the Grade II listed police station; provision of 56 car parking spaces and cycle parking.

Drg Nos: 1049.P.201 Rev. PA6, P.202 Rev. PA4, P.210 Rev. PA7, P.211 Rev. PA4, P.220 Rev. PA5, P.221 Rev. PA4, P.230 Rev. PA5, P.231 Rev. PA4, P.240 Rev. PA5, P.260 Rev. PA4, P.270 Rev. PA4, P.300 Rev. PA6, P.301 Rev. PA3, P.302 Rev. PA7, P.303 Rev. PA5, P.401 Rev. PA7, P.402 Rev. PA7, P.410 Rev. PA4, P.600 Rev. PA3, P.601 Rev. PA3, P.602 Rev. PA3, P.603 Rev. PA3, P.604 Rev. PA3, P.605 Rev. PA3

Application Type:

Full Detailed Planning Application

Officer Recommendation:

That the Committee resolve that the Lead Director of Planning and Development 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 shall be carried out and completed only in accordance with the following approved drawing nos:

1049.P.201 Rev. PA6, P.202 Rev. PA4, P.210 Rev. PA7, P.211 Rev. PA4, P.220 Rev. PA5, P.221 Rev. PA4, P.230 Rev. PA5, P.231 Rev. PA4, P.240 Rev. PA5, P.241 Rev. PA5, P.250 Rev. PA4, P.260 Rev. PA4, P.270 Rev. PA4, P.300 Rev. PA6, P301 Rev. PA3, P.302 Rev. PA7, P.303 Rev. PA5, P.304 Rev. PA1, P.401 Rev. PA7, P.402 Rev. PA7, P.410 Rev. PA4, P.600 Rev. PA3, P.601 Rev. PA3, P.602 Rev. PA3, P.603 Rev. PA3, P.604 Rev. PA3, P.605 Rev. PA3

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 7.1, 7.2, 7.3, 7.4, 7.6, and 7.21 of the London Plan and policies DM G1 and DM G7 of the Development Management Local Plan 2013 and policy BE1 of the Core Strategy 2011.

- 3) Prior to commencement of the development hereby approved, a Demolition Logistics Plan shall be submitted to, and approved in writing by, the Council. The details shall include the numbers, size and routes of demolition vehicles, provisions within the site to ensure that all vehicles associated with the demolition 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.

To ensure that demolition works do not adversely impact on the operation of the public highway, in accordance with policies DM J1 and DM J6 of the Development Management Local Plan (2013).

- 4) Prior to the commencement of the development hereby permitted, a revised Demolition Management Plan (including a Demolition Method Statement) shall be submitted to, and approved in writing by, the Council. Details shall include control measures for dust, emission, noise, vibration, lighting, delivery locations, restriction of hours of work and all associated activities audible beyond the site boundary to 0800-1800hrs Mondays to Fridays and 0800-1300hrs on Saturdays, advance notification to neighbours and other interested parties of proposed works and public display of contact details including accessible phone contact to persons responsible for the site works for the duration of the works. Approved details shall be implemented throughout the project period.

To appropriately mitigate the impact of the development during demolition in terms of noise, vibration, dust, lighting or other emissions from the building site, in accordance with policies DM H5, DM H8, DM H9, DM H10 and DM H11 of the Development Management Local Plan (2013), Core Strategy 2011 Policy CC4 and London Plan (2015) Policy 7.14.

- 5) Prior to the commencement of the development hereby permitted (save demolition and site clearance), a Construction Logistics Plan shall be submitted to, and approved in writing by, the Council. The details shall include the numbers, size and routes of construction vehicles, provisions within the site to ensure that all vehicles associated with the construction works are properly 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.

To ensure that construction works do not adversely impact on the operation of the public highway, in accordance with policies DM J1 and DM J6 of the Development Management Local Plan (2013).

- 6) Prior to the commencement of the development hereby permitted (save demolition and site clearance), a Construction Management Plan shall be submitted to, and approved in writing by, the Council. Details shall include control measures for dust, emission, noise, vibration, lighting, delivery locations, restriction of hours of work and all associated activities audible beyond the site boundary to 0800-1800hrs Mondays to Fridays and 0800-1300hrs on Saturdays, advance notification to neighbours and other interested parties of proposed works and public display of contact details including accessible phone contact to persons responsible for the site works for the duration of the works. Approved details shall be implemented throughout the project period.

To appropriately mitigate the impact of the development during construction in terms of noise, vibration, dust, lighting or other emissions from the building site, in accordance with policies DM H5, DM H8, DM H9, DM H10 and DM H11 of the Development Management Local Plan (2013), Core Strategy 2011 Policy CC4 and London Plan (2015) Policy 7.14.

- 7) The development hereby permitted shall not be commenced until detailed design and method statements (in consultation with London Underground) for all of the foundations, basement and ground floor structures, and for any other structures below ground level, including piling (temporary and permanent), have been submitted to and approved in writing by the council which shall:
- o provide details on all structures
 - o accommodate the location of the existing London Underground structures
 - o accommodate ground movement arising from the construction thereof
 - o mitigate the effects of noise and vibration arising from the adjoining operations within the structures and tunnels

The development shall thereafter be carried out in all respects in accordance with the approved design and method statements, and all structures and works comprised within the development hereby permitted which are required by the approved design statements in order to procure the matters in this condition shall be completed, in their entirety, before any part of the building hereby permitted is occupied.

Condition requested by TfL and London Underground, in order to ensure that the development does not impact on existing London Underground transport infrastructure, in accordance with The London Plan (2016), in particular Policies 6.1 and 6.2 and 'Land for Industry and Transport' Supplementary Planning Guidance 2012.

- 8) None of the demolition works hereby permitted shall take place until all the costs have been agreed with the main contractor and formal contracts are fully in place to build and complete the redevelopment proposal in full accordance with the drawings hereby approved.

To ensure that the demolition does not take place prematurely and to safeguard the character and appearance of the conservation area, in accordance with policies DM G1 and DM G7 of the Development Management Local Plan 2013.

- 9) Prior to occupation or use of the development hereby approved, a Servicing and Delivery Management Plan shall be submitted to and approved in writing by the Council. Details shall include times and frequency of deliveries and collections, vehicle movements, silent reversing methods, location of loading bays and quiet loading/unloading measures. . The development shall be implemented in accordance with the approved details and permanently maintained as such thereafter.

To ensure that any servicing would not have an adverse impact on the highway and 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 and Core Strategy (2011) policy T1.

- 10) The development shall be carried out in complete accordance with the preliminary risk assessment and site investigation schemes submitted:
Campbell Reith Geo-environmental Desktop Study (Ref: 12402, dated January 2017)
Campbell Reith Ground Investigation Specification (Ref 12402, dated 2nd December 2017)

All works shall be carried out by a competent person and in compliance with '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.

- 11) Unless the Council agree in writing that a set extent of development must commence to enable compliance with this condition, no development apart from site clearance and demolition 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.

- 12) Unless the Council agree in writing that a set extent of development must commence to enable compliance with this condition, no development apart from site clearance and demolition 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.

- 13) Unless the Council agree in writing that a set extent of development must commence to enable compliance with this condition, no development apart from site clearance and demolition 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.

- 14) Unless the Council agree in writing that a set extent of development must commence to enable compliance with this condition, no development apart from site clearance and demolition 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.

- 15) The development hereby permitted shall not be occupied/used until the two accessible parking spaces have been fully demarcated, and the accessible parking spaces shall be permanently retained for the life of the development.

In order to ensure easy and convenient access for all users, including disabled people, in accordance with policy BE1 of the Core Strategy 2011, Planning Guidance SPD and policies 4.5 and 7.2 of The London Plan 2016.

- 16) Eighty cycle parking spaces, and two larger accessible cycle parking spaces, as indicated on approved drawing 1049.P202 PA6, shall be fully installed prior to the commencement of the use/occupation of the property hereby approved. The development shall be permanently maintained as such thereafter.

To ensure the suitable provision of cycle parking within the development to meet the needs of future site occupiers and users, in accordance with policies 6.9 and 6.13 of The London Plan 2016 and policy DM J5 of the Development Management Local Plan 2013.

- 17) The development hereby permitted shall not be occupied/used until a car parking management plan (CPMP) has been submitted to and approved in writing by the Council. The CPMP shall include a mechanism to ensure that the supply and demand of Blue Badge bays for disabled employees is regularly monitored and provision is reviewed if required. The details shall indicate the provision of at least 10% passive and at least 10% active vehicular Electrical Charging points and at least 10 % active cycle electric charging points. The development shall be carried out in accordance with the details as approved and maintained as such thereafter.

To ensure no unacceptable adverse effect on the amenities of surrounding occupiers and highways, in accordance with policies DM J6 and DM H11 of the Development Management Local Plan 2013.

- 18) The development hereby permitted shall only be carried out and occupied/used in full accordance with the measures outlined in the submitted Flood Risk Assessment completed by Arcadis (5000-UA008749-UU41R-01) and Flood Risk Assessment Addendum produced by Campbell Reit (Project no 12402 Dated January 2017).

To prevent the increased risk of flooding and to protect existing and future residents, in accordance with policy 5.13 of The London Plan 2016.

- 19) Prior to commencement of the development hereby permitted (save for demolition and site clearance), a revised surface water drainage strategy shall be submitted to and approved in writing by the Council. The strategy shall aim to achieve greenfield run-off rates for the final discharge of surface water from the site and shall demonstrate how run-off from the whole site would be managed by on-site Sustainable Drainage Systems (SUDS). Further details of the planned green/blue roof shall be provided and consideration shall be given to including collection of rainwater for re-use on the site. The development shall only be carried out and

occupied/used in accordance with the details approved. The development shall be permanently maintained as such thereafter.

To ensure that surface water run-off is managed in a sustainable manner, in accordance with policy 5.13 of The London Plan 2016, Policy CC2 of the Core Strategy 2011 and policy DM H3 of the Development Management Local Plan 2013.

- 20) The development hereby permitted shall not commence (save for demolition and site clearance) until a maintenance programme for all sustainable drainage systems, including timeframes for the planned maintenance measures and confirmation of the maintenance provider, have been submitted to, and approved in writing by, the Council. The sustainable drainage systems maintenance scheme shall be implemented in accordance with the approved details prior to occupation/use of the development hereby permitted, and thereafter be permanently retained and maintained in line with the agreed plan.

To ensure that surface water run-off is managed in a sustainable manner, in accordance with policy 5.13 of The London Plan 2016, Policy CC2 of the Core Strategy 2011 and policy DM H3 of the Development Management Local Plan 2013.

- 21) Prior to use/occupation of the development hereby permitted, details shall be submitted to and approved in writing by the Council, of the external sound level emitted from plant/ machinery/ equipment and mitigation measures as appropriate. The measures shall ensure that the external sound level emitted from plant, machinery/ equipment will be lower than the lowest existing background sound level by at least 10dBA in order to prevent any adverse impact. The assessment shall be made in accordance with BS4142:2014 at the nearest and/or most affected noise sensitive premises, with all machinery operating together at maximum capacity. A post installation noise assessment shall be carried out where required to confirm compliance with the sound criteria and additional steps to mitigate noise shall be taken, as necessary. Approved details shall be implemented prior to occupation/use 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.

- 22) Prior to use/occupation of the development hereby permitted, details shall be submitted to and approved in writing by the Council to confirm that sound emitted by standby or emergency generators during power outages or testing shall not exceed the lowest daytime ambient noise level LAeq(15min) as measured or calculated according to BS4142:2014. Approved details shall be implemented prior to the commencement of the use/occupation 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 mechanical installations/

equipment, in accordance with Policies DM H9 and H11 of the Development Management Local Plan

- 23) Prior to occupation/use of the development hereby permitted, details of anti-vibration measures shall be submitted to and approved in writing by the Council. The measures shall ensure that machinery, plant/ equipment and 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.

- 24) Prior to commencement of the use/occupation of the development hereby permitted, 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/occupation 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.

- 25) Prior to the commencement of the development (excluding site clearance and demolition) hereby permitted a Low Emission Strategy shall be submitted to and approved in writing by the council. The Low Emission Strategy shall address the results of the approved 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). The strategy shall 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 future residents 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 during demolition, construction and operational phases e.g use of Low Emission Vehicles, and energy generation sources. Evidence shall also be submitted in the strategy to demonstrate 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 (2014). The submitted information shall include the results of NO_x emissions testing of each CHP unit by an accredited laboratory, where this is available.

The strategy shall re-assess 'air quality neutral' as agreed in the Air Quality Assessment, in accordance with the Mayor of London SPG 'Sustainable Design and Construction' (April 2014) guidance. It shall also identify mitigation measures, as appropriate, to reduce building emissions to below GLA benchmark levels.

To comply with the requirements of the NPPF (2012), Policies 7.14a-c of The London Plan (2016), Core Strategy 2011 Policy CC4, and Policy DM H8 of the Development Management Local Plan (2013).

- 26) Prior to the commencement of the development (save for demolition and site clearance) hereby permitted details shall be submitted to and agreed in writing by the council of the Ultra Low Nox Gas fired boilers to be provided for space heating and domestic hot water. The Gas fired boilers to be provided for space heating and domestic hot water shall have dry NOx emissions not exceeding 40 mg/kWh (at 0% O₂). Where any installations do not meet this emissions standard it shall not be operated without the fitting of suitable NOx abatement equipment or technology as determined by a specialist to ensure comparable emissions. Following installation, emissions certificates shall be provided to the council to verify boiler emissions. The development shall be permanently maintained as such thereafter.

To comply with the requirements of the NPPF, Policies 7.14 of The London Plan (2016), Core Strategy 2011 Policy CC4, and Policy DM H8 of the Development Management Local Plan (2013).

- 27) Prior to the operation of each of the CHP units, details shall be submitted to and approved in writing by the council, to demonstrate that the CHP units, abatement technologies and boilers installed comply with the approved Air Quality Assessment and the emissions standards set out within the agreed Low Emission Strategy. The CHP plant shall meet a minimum Band 'B' emissions standard of 95mg/Nm³ (at 5% O₂). The submitted evidence shall comply with the Major of London SPG 'Sustainable Design and Construction', April 2014 guidance and include:

- o The results of NOx emissions testing of the CHP unit by an accredited laboratory.

- o Evidence that the termination height of the flue stacks for the CHP plant have been installed a minimum of 5 metres above the roof level of the tallest building in the development

Where any combustion plant does not meet the relevant standard it shall not be operated without the fitting of suitable NOx abatement equipment or technology (evidence of installation shall be required to be submitted to the council).

To comply with the requirements of the NPPF, Policies 7.14 of The London Plan (2016), Core Strategy 2011 Policy CC4 and Policy DM H8 of the Development Management Local Plan (2013).

- 28) Prior to the operation of the diesel generator units, details shall be submitted to and approved in writing by the council, to demonstrate that all the diesel fuelled generators and their abatement technologies installed comply with a minimum NOx emissions standard of 190mg/Nm³ (at 5% O₂). During the operation of the generators there shall be no persistent visible emission. Where any combustion plant does not meet the relevant standard it shall not be operated without the fitting of suitable NOx abatement equipment or technology. Evidence of installation shall be submitted to and approved in writing by the council where any secondary

abatement is required to meet the NO_x Emission standard 190mg/Nm³. The submitted evidence shall include the results of NO_x emissions testing of the diesel fuelled generator units by an accredited laboratory; and where secondary abatement is used to meet the NO_x emissions standard of 190mg/Nm³ that it is met within 5 minutes of the generator commencing operation. The maintenance and cleaning of the systems shall be undertaken regularly in accordance with manufacturer specifications, and shall be the responsibility of the primary owner of the property.

The diesel fuelled generators shall only be used when there is a sustained interruption in the mains power supply to the site, and the testing of these diesel generators shall not exceed a maximum of 12 hours per calendar year.

To comply with the requirements of the NPPF, Policies 7.14 of the London Plan (2016), Core Strategy 2011 Policy CC4, and Policy DM H8 of the Development Management Local Plan (2013).

- 29) Prior to the commencement of the development hereby permitted details shall be submitted to and approved in writing by the Council of all Non-Road Mobile Machinery (NRMM) to be used on the development site. All NRMM should meet as minimum the Stage IIIB emission criteria of Directive 97/68/EC and its subsequent amendments. This shall apply to both variable and constant speed engines for both NO_x and PM. An inventory of all NRMM shall be registered on the NRMM register <https://nrmm.london/user-nrmm/register>. All NRMM shall be regularly serviced and service logs kept on site for inspection. Records shall be kept on site, which details proof of emission limits for all equipment.

To comply with the requirements of the NPPF (2012), Policies 7.14 of The London Plan (2016), Core Strategy 2011 Policy CC4, and Policy DM H8 of the Development Management Local Plan (2013).

- 30) No development shall commence until a Air Quality Dust Risk Assessment (AQDRA) that considers residential receptors on-site and off-site of the development is undertaken in compliance with the methodology contained within Chapter 4 of the Mayor's of London 'The Control of Dust and Emissions during Construction and Demolition', SPG, July 2014 and the identified measures recommended for inclusion into a site specific Air Quality Dust Management Plan (AQDMP) that is submitted to and approved in writing by the Council. The AQDMP submitted must comply with and follow the chapter order (4-7) and appendices (5, 7,8,9) of the Majors SPG and should include an Inventory and Timetable of dust generating activities during demolition and construction; Dust and Emission control measures including on-road construction traffic e.g. use of Low Emission Vehicles; Non-Road Mobile Machinery (NRMM). Air quality monitoring of PM₁₀ should be undertaken where appropriate and used to prevent levels exceeding predetermined Air Quality threshold trigger levels. 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, Policies 7.14 of the London Plan (2016), Core Strategy 2011 Policy CC4, and Policy DM H8 of the Development Management Local Plan (2013).

- 31) No part of the development hereby approved shall be occupied/used prior to the provision of the refuse storage enclosures, as indicated on the approved drawings. All refuse generated by the development hereby permitted shall be stored within these enclosures. The development shall be permanently maintained as such thereafter.

To ensure that the use does not give rise to smell nuisance and to prevent harm to the street scene arising from the appearance of accumulated rubbish, in accordance with Policy CC3 of the Core Strategy 2011 and Policy DM H5 of the Development Management Local Plan 2013.

- 32) The development hereby permitted shall not be occupied or used until a Refuse Management Plan, including for recycling, has been submitted to and approved in writing by the council. The development shall thereafter be permanently occupied/used in accordance with the approved plan.

To ensure that there are sufficient waste and recycling management provision in accordance with Policy DM H5 of the Development Management Local Plan (2013).

- 33) The development shall only be carried out in complete accordance with the measures outlined within the approved Hammersmith Police Station Energy Strategy dated August 2016 produced by AECOM, unless otherwise submitted to and approved in writing by the council. The development shall only be carried out in accordance with the details approved. The development shall be permanently maintained as such thereafter.

To ensure a satisfactory external appearance and the integration of energy generation from renewable sources, consistent with the Mayor's sustainable design objectives in accordance with Policies DM G1 and DM H1 of the Development Management Local Plan (2013), Policies 5.1, 5.2, 5.3 and 5.7 of The London Plan (2016), and Core Strategy (2011) Policies BE1 and CC1.

- 34) The development hereby permitted shall only be carried out in accordance with the recommendations set out in the Sustainability Statement prepared by AECOM dated September 2016. Within 6 months of first occupation/use of the premises, confirmation that the development meets the requirements of the 'Very Good' BREEAM rating shall be submitted (in the form of a post-construction BREEAM assessment), to the council for its written approval.

To ensure that sustainable design is implemented, in accordance with Policy 5.3 of The London Plan 2011, Policies DM G1 and H2 of the Development Management Local Plan 2013 and Policy H3 of the Core Strategy 2011.

- 35) Prior to commencement of the development (save for demolition and site clearance) details of external artificial lighting shall be submitted to and approved in writing by the Council. Lighting contours shall be submitted to demonstrate that the vertical illumination of neighbouring premises is in accordance with the recommendations of the Institution of Lighting Professionals in the 'Guidance Notes For The Reduction Of Light Pollution 2011'. Details should also be submitted for approval of measures to minimise use of lighting and prevent glare and sky glow by correctly using, locating, aiming and shielding luminaires.

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

To ensure that the amenity of occupiers of surrounding premises is not adversely affected by lighting, in accordance with Policies DM H10 and H11 of the Development Management Local Plan.

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

In order to ensure that the Council can fully consider the effect of telecommunications equipment upon the appearance of the building, in accordance with Policies DM G1 and DM G3 of the Development Management Local Plan 2013.

- 37) Details of methods to identify any television interference caused by the proposed development, including during the construction process, and proposed measures to ensure that any television interference that is identified is remediated in a satisfactory manner shall be submitted to and approved in writing by the council prior to the commencement of the development (save demolition and site clearance) hereby permitted. The approved remediation measures shall be implemented immediately that any television interference is identified.

To ensure that any television interference caused by the development is remediated, in accordance with Policy 7.7 of The London Plan 2016, Policy BE1 CC4 of the Core Strategy 2011 and Policies DM G1 and DM G2 of the Development Management Local Plan 2013.

- 38) No water tanks, water tank enclosures or other structures shall be erected upon the flat roofs of the building hereby permitted, without having first been submitted to and approved in writing by the council. The development shall only be carried out in accordance with the details hereby approved. The development shall be permanently maintained as such thereafter.

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

- 39) Prior to commencement of the development hereby permitted (save for demolition and site clearance), a sample panel shall be constructed on site and then subsequently inspected and approved in writing by the Council. The sample panel shall demonstrate a typical façade portion of the proposed Shepherd's Bush Road frontage and include all brickwork proposed including bond, pointing style and mortar colour as well as stone reveals and curtain walling sections. The development shall only be carried out in accordance with the details approved and it shall thereafter be permanently retained as such.

To ensure a satisfactory external appearance and to prevent harm to the street scene and public realm, to preserve the character and appearance of the conservation area; and the setting and special architectural and historic interest of the listed buildings and adjacent listed building in accordance with policies 7.1, 7.6 and 7.9 of the London Plan (2016), policy BE1 of the Core Strategy (2011), policies DM G1, DM G3 and DM G7 of the Development Management Local Plan (July 2013) and guidance contained within the Planning Guidance Supplementary Planning Document (2013).

- 40) Prior to commencement of the development hereby permitted (save for demolition and site clearance), the following details of all new buildings in plan, section and elevation drawings at a scale of no less than 1:20 shall be submitted to, and approved in writing by, the Council. The development shall be carried out in accordance with the approved details:

- a) Typical bays
- b) Balustrades and gates
- c) Plant and plant enclosures
- d) All roof level excrescences including green roofs and PV/solar panels
- e) Junctions with adjacent buildings and structures
- f) External surfaces
- g) Boundary treatments
- h) Details of all new external materials to be used on the listed building including curtain walling, cladding and roofing material to the lightwell infills and side entrances.
- (i) Elevations/plans of any flue stacks for the CHP plant

To ensure a satisfactory external appearance and to prevent harm to the street scene and public realm, to preserve the character and appearance of the conservation area; and the setting and special architectural and historic interest of the listed buildings and adjacent listed building in accordance with policies 7.1, 7.6 and 7.9 of the London Plan (2016), policy BE1 of the Core Strategy (2011), policies DM G1, DM G3 and DM G7 of the Development Management Local Plan (July 2013) and guidance contained within the Planning Guidance Supplementary Planning Document (2013).

- 41) Prior to commencement of the development hereby permitted (save for demolition and site clearance), detailed drawings and specifications of the proposed bollard design to be installed to the front of the property, shall be submitted and approved in writing by the council. The development shall only be carried out in accordance with the details hereby approved. The development shall be permanently maintained as such thereafter.

To ensure a satisfactory design which also gives considerations to the needs of all pedestrians, in accordance with Core Strategy (2011) policy BE1 and Development Management Local Plan (2013) policies DM G1 and DM G7.

- 42) Prior to commencement of the relevant part of the development hereby permitted, detailed drawings/further information/samples as appropriate of the replacement front main entrance door to the listed building shall be submitted and approved in writing by the Council. The development shall only be carried out in accordance

with the details hereby approved and thereafter permanently retained. The development shall be permanently maintained as such thereafter.

To ensure a satisfactory external appearance and to prevent harm to the street scene and public realm, to preserve the character and appearance of the conservation area; and the setting and special architectural and historic interest of the listed buildings and adjacent listed building in accordance with policies 7.1, 7.6 and 7.9 of the London Plan (2016), policy BE1 of the Core Strategy (2011), policies DM G1, DM G3 and DM G7 of the Development Management Local Plan (July 2013) and guidance contained within the Planning Guidance Supplementary Planning Document (2013).

- 43) Prior to commencement of the relevant part of the development hereby permitted, detailed drawings including elevations and section at a scale of no less than 1:10 of the new ground floor front elevation windows to the listed police station and the installation of any associated secondary glazing, shall be submitted and approved in writing by the Council. The development shall only be carried out in accordance with the details hereby approved and thereafter be permanently retained as such.

To ensure a satisfactory external appearance and to prevent harm to the street scene and public realm, to preserve the character and appearance of the conservation area; and the setting and special architectural and historic interest of the listed buildings and adjacent listed building in accordance with policies 7.1, 7.6 and 7.9 of the London Plan (2016), policy BE1 of the Core Strategy (2011), policies DM G1, DM G3 and DM G7 of the Development Management Local Plan (July 2013) and guidance contained within the Planning Guidance Supplementary Planning Document (2013).

- 44) Prior to commencement of the relevant part of the development hereby permitted, elevation, and section drawings of any proposed replacement plant to the roof level of the listed police station shall be submitted and approved in writing by the council. The development shall only be carried out in accordance with the details hereby approved and thereafter be permanently retained as such.

In order to ensure that the proposed development would preserve the appearance of the property, the character and appearance of the conservation area; the character, appearance, setting and special architectural and historic interest of the listed building and to preserve the settings of the adjacent listed buildings, in accordance with policies DM G1, DM G3 and DM G7 policies of the Development Management Local Plan (2013) and policy BE1 of the Core Strategy (2011).

- 45) Prior to demolition of the archway attached to the northern elevation of the listed building hereby permitted further details of the re-constructed archway, including jointing, junctions with adjacent buildings and metal gates, cleaning methods for the existing fabric and any proposed additional external changes to archway including lighting, access controls, signage shall be submitted and approved in writing by the council. The junction details shall be at a scale of 1:10 and brick joints shall be at a scale 1:5. The development shall only be carried out in accordance with the details hereby approved, and thereafter permanently retained as such.

In order to ensure that the proposed development would preserve the appearance of the property, the character and appearance of the conservation area; the character, appearance, setting and special architectural and historic interest of the listed building and to preserve the settings of the adjacent listed buildings, in accordance with policies outlined in the Development Management Local Plan (2013) in particular policies DM G1, DM G3 and DM G7 and policies outlined in the Core Strategy (2011) in particular policy BE1.

Justification for Approving the Application:

1) 1. Land Use and Public Benefit:

The proposed development would form part of a wider strategy by the Metropolitan Police Service and Mayor's Office for Policing and Crime to provide a more efficient and effective modern police service; which would result in a significant national, regional, and local public benefit. Consolidating policing facilities at this highly accessible town centre location would help regenerate Hammersmith Town Centre and enhance employment uses. The loss of the restaurant is considered to be acceptable, the property has been vacant for some years and the loss of this unit would not adversely affect the vitality or viability of the town centre; and would form an integral part of the scheme delivering the public benefits. Core Strategy (2011) policies Strategic Policy C and Strategic Policy HTC, LE1 and CF1, and Development Management Local Plan (2013) policy DM B1 are thereby considered to be satisfied.

2. Design and Conservation, Impact on Heritage Assets:

The scale, mass, bulk, and external appearance of the redevelopment is considered to be acceptable; and details would be secured by conditions. The new building would complement the character of the listed building, and respect the local architectural and townscape importance and qualities of the property. The resultant harm to the significance of the listed police station would be less than substantial, and outweighed by the public benefits of the scheme, including securing the retention and viability of the original use of the building as a community facility that also contributes to the character of the conservation area. The proposed redevelopment is considered to preserve the character and appearance of this and nearby conservation areas and the special architectural and historic interest of the listed building, its setting, and the setting of nearby heritage assets. Duties in sections 16, 66 and Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 are considered to have been met. The proposal would also meet the aims of Paragraphs 129 and 132 of the NPPF, and comply with Core Strategy Policy BE1 (2011) and Policies DM G1, DM G3 and DM G7 of the Development Management Local Plan (2013).

3. Impact on Amenity:

The development, as a whole, would respect the principles of good neighbourliness. On balance, the impacts of the proposed development upon neighbouring occupiers' light, outlook and privacy has been considered, and balanced against the overall public benefit that would arise from the scheme. Measures would be secured by condition to minimise noise and disturbance to nearby occupiers from the operation of the premises. In this regard, the development would respect the principles of good neighbourliness, and thereby satisfies policies DM G1, DM H9 and DM H11 of the Development Management

Local Plan (2013), SPD Housing Policy 8 of the Planning Guidance SPD (2013) and Policy 7.6 of The London Plan, 2016.

4. Transport Matters:

No unacceptable impact on traffic generation or congestion on the primary road network has been identified. Only operational car parking would be provided (except for two spaces for disabled staff) and the development is not considered to contribute significantly towards pressure on on-street parking in this highly accessible area, subject to satisfactory measures to discourage the use of the private car which would be contained in a Travel Plan (secured in a legal agreement). Changes to the highway required by the scheme would be secured in the legal agreement. Ease of access would be provided for all people, including disabled people. Acceptable provision would be made for cycle parking. Adequate provision for servicing/deliveries and the storage and collection of refuse and recyclables would be provided; secured by conditions. The proposal is thereby in accordance with policy T1 of the Core Strategy (2011) and policies DM H5, DM J1 and DM J2 of the Development Management Local Plan (2013), the London Plan (2016), in particular policies 6.1, 6.3, 6.10, 6.11 and 6.13, and the NPPF.

5. Environmental Matters:

A Flood Risk Assessment (FRA) has been submitted. An Air Quality Assessment has been submitted. A BREEAM pre-assessment has been undertaken as part of the Sustainability Statement, and a full BREEAM bespoke assessment would be undertaken post planning, secured by condition. An Energy Statement has been submitted outlining energy efficiency and low/zero carbon measures to be implemented as part of the development. The application proposes several measures to reduce CO2 emissions from the baseline; but a shortfall in carbon reducing measures would be off-set by the applicant making a financial contribution, which would be secured in the legal agreement. Finalised sustainable urban drainage system measures would be required by condition. Conditions (in connection with land contamination) would also ensure that the site would be remediated to an appropriate level. The proposal would be consistent with the Mayor of London's sustainable design and construction objectives. London Plan policies 5.1, 5.2, 5.3, 5.7, 5.11, 5.13 and 5.21, Borough Wide Strategic Policies CC1 and CC4 of the Core Strategy 2011, Policies DM H3, DM H7, DM H8 and H11 of the Development Management Local Plan 2013, and Planning Guidance SPD Amenity Policies 2, 3, 4, 5, 7, 8, 12, 13, 14, 15, 16 and 17 are thereby considered to be satisfied.

LOCAL GOVERNMENT ACT 2000 LIST OF BACKGROUND PAPERS

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

Application form received: 23rd September 2016

Drawing Nos: see above

Policy documents: National Planning Policy Framework (NPPF) 2012

The London Plan 2016
LBHF - Core Strategy Local Development Framework 2011
LBHF - Development Management Local Plan 2013
LBHF - Planning Guidance Supplementary Planning Document
2013

Consultation Comments:

Comments from:

The Hammersmith Society
Historic England London Region

Dated:

12.01.17
19.01.17

Neighbour Comments:

Letters from:

3 Cambridge Court 210 Shepherd's Bush Road W6 7NJ
Nutrition Society, 10 Cambridge Court 210 Shepherds Bush Rd W67NJ
3 Cambridge Court 210 Shepherds Bush Road London W6 7NJ
509 Linden Hall
509 Linden Hall 162-168 Regent Street W1B 5TF C/O 3 Cambridge Ct

Dated:

24.11.16
30.11.16
26.01.17
26.01.17
26.01.17

BACKGROUND

1.1 The application site is located on the western side of Shepherd's Bush Road, to the north of the former Hammersmith Palais site, 242 Shepherd's Bush Road. To the rear, running adjacent to the site's western boundary, is the Hammersmith and City and Circle London Underground line, which is above ground at this point, and connects Hammersmith station to Goldhawk Road Station. The application site which is 0.37 hectares, consists of (i) 214 to 218 Shepherd's Bush Road (three storey high), known as Avenue House, (ii) 220 Shepherd's Bush Road (three storey high), (iii) 222 Shepherd's Bush Road (four storey high), and (iv) 226 Shepherd's Bush Road (three storey high with basement).

1.2 226 Shepherd's Bush Road, at the southern end of the site, is a Grade II listed building, and dates from the late 1930s. The building was listed on 18th September 1997.

1.3 The listed station and ancillary rear buildings are located within Hammersmith Broadway Conservation Area. The rest of the site, to the north of the listed police station, is not located in a conservation area. The Brook Green Conservation Area is located adjacent to the site, on the eastern side of Shepherd's Bush Road. Approximately eighty metres northwest of the site is the Hammersmith Grove Conservation Area, and approximately hundred and fifty metres to the west is the Bradmore Conservation Area.

1.4 There are also several other listed buildings in the vicinity. The Grade II listed Carnegie (Hammersmith) Central Library, is located on the opposite side of Shepherd's Bush Road from the police station. This building, along with the police station and the Grade II listed Hammersmith Fire Station, which is to the south of the site, form part of a clustered group of early 20th century civic buildings. Other notable listed buildings in the area include the Grade II listed The George Public House (28 Hammersmith Broadway,

now occupied by Belushis), which is located at the junction of Shepherd's Bush Road and Beadon Road, the Grade II* listed Convent and School of the Sacred Heart, which is to the southeast of the site and the Grade II listed 184 Shepherd's Bush Road, which is to the north of the site.

1.5 Hammersmith Station, directly to the west, is on the local register as a Building of Merit.

1.6 214 to 218 Shepherd's Bush Road (Avenue House), 222 Shepherd's Bush Road and 226 Shepherd's Bush Road are in use by the Metropolitan Police (sui generis). 220 Shepherd's Bush Road's lawful planning use is as a restaurant (A3), although it is currently vacant.

1.7 The site is located within Flood Risk Zone 3 as defined by the Environment Agency.

1.8 The site is located within Hammersmith Town Centre and the Hammersmith Town Centre and Riverside Regeneration Area.

1.9 The site forms part of the Hammersmith Town Centre non-prime frontage shopping area.

1.10 The site has a Public Transport Accessibility Level of 6b (excellent accessibility).

1.11 The site is located within an Air Quality Management Area.

1.12 Planning permission and listed building consent are sought. The scheme comprises the complete demolition of 214 to 218, 220 and 222 Shepherds Bush Road, and the demolition of ancillary buildings and stables to the rear of 226 Shepherds Bush Road. A part three/part five storey high replacement building would be provided on the Shepherd's Bush Road frontage, increasing to seven storeys plus basement level. There would also be three storey high infill extensions within the existing lightwells at 226, Shepherd's Bush Road, and external alterations to this listed building. There would be excavation to create a new basement, and 56 car parking spaces would be provided. The proposal would involve loss of a restaurant (A3) use at no.220. Revised and additional drawings and documents were submitted during the course of the application including relating to: daylight/sunlight, flood risk, energy, and listed building matters.

1.13 This proposal forms part of a wider strategy by the Metropolitan Police Service and Mayor's Office for Policing and Crime to provide a more efficient and effective modern police service. This would partially be provided through rationalising estate owned and run by the Metropolitan Police Service.

1.14 The applicant states that the redevelopment of Hammersmith Police Station would enable the consolidation of a wide range of operations and services, realising outdated and inefficient police stations at Fulham, and Shepherd's Bush. They say that this would reduce the police service spend on outdated buildings, allowing more money to go towards frontline policing. They also say that the proposal would ensure that the police service would continue to have an active and visible presence within this highly accessible part of the borough. Finally, they say that the proposal would deliver state of the art facilities including a new 30-cell custody suite, improved, and expanded stables for the Mounted Police Branch and a new larger public reception area.

1.15 The applicant states that provision of police services within the borough would not be significantly impacted during the construction of the scheme, if approval were forthcoming. They state that twenty-four hours a day front counter service has already been relocated to Shepherd's Bush Police Station for a temporary period; and that they envisage that the development would be complete and open by January 2019, with the front counter service returning to this site thereafter.

1.16 The applicant advises that an extensive public consultation was carried out in July 2016, prior to the submission of their application. Their Statement of Community Involvement states that, to advertise their proposal, flyers were delivered to 2,592 local residents and 370 businesses, letters were sent to key stakeholders including local MPs and the local Assembly Member, and posters were displayed at the police station. Local residents' associations were also consulted on the proposal including the Hammersmith Society and Fulham Society. In addition, the proposed development received local press coverage and was featured on the front page of the Hammersmith and Estate Gazette on 29th July 2016. A three-day exhibition was held between the 21st July and 23rd July 2016. A total of 51 people visited the exhibition according to the applicant; 17 members of the public and 34 police officers and staff.

1.17 The scheme was presented to the Design Review Panel, and this is discussed in the impact on heritage assets and design section of the report.

Planning History

214 - 218 Shepherd's Bush Road (Avenue House)

1.18 The most recent planning history relates to applications for limited extensions and alterations, and dates from the 1960s and 1970s.

222 Shepherds Bush Road

1.19 The most recent planning history relates to applications for limited extensions and alterations, and dates from the early 1970s.

226 Shepherd's Bush Road (Hammersmith Police Station)

1.20 There are several applications for permitted development for limited extensions and alterations dating from the 1980s; to which no objection was raised. In 2007 planning permission and listed building consent (2007/00889/FUL and 2007/01741/LBC) were granted for the conversion of two garages and ancillary buildings into a store with visitors' reception and office.

1.21 This is a joint report, relating to matters arising for both the planning application and listed building consent application.

PUBLICITY AND CONSULTATIONS

2.1 The application was advertised by sending letters to one hundred and five neighbouring properties, by erecting a site notice and placing a notice in the local press. Two objections were received from business in the adjacent Cambridge Court.

2.2 The concerns of the objectors are summarised below:

- Noise, dust, and nitrous oxide emissions during construction.

Officers' response - Conditions (nos. 3 - 6) are recommended to help mitigate the impact of the demolition and construction phases on the local area, as far as is reasonably possible.

- That the building would adversely impact on light to businesses within Cambridge Court.

Officers' response - The impact of the development on light at Cambridge Court is considered in the body of the report below. Balancing this impact against the significant public benefits that the scheme would provide, no objection is recommended to be raised on this matter.

- Extra stables may cause extra issues with vermin and odours.

Officers' response - It is not considered that the extra stables would cause significant vermin and odour issues, to justify refusing planning permission. The new stables would be to modern specification which would mitigate these matters, and is most likely to be an improvement on the existing situation.

- Building works should not take place during office hours.

Officers' response - This would place an unreasonable and overly restrictive burden on delivery of the development, and the applicant's overall operational needs.

2.3 The Hammersmith Society were consulted, and their response is summarised below:

+ The choice of materials used on the building design are appropriate

+ The off-set windows, in the context of a street where windows are all uniformly conventionally arranged, is inappropriate

Officers' response - The proposed front window design has been revised since the society's comments were received, and there is now greater uniformity in the window arrangement. The proposed design of the building is considered to preserve the character and appearance of this and nearby conservation areas and the special architectural and historic interest of the listed building, its setting, and the setting of local heritage assets, including listed buildings.

2.4 The Hammersmith and Fulham Historic Buildings Group were consulted, and their response is summarised below:

+ Pleased that there are no significant alterations to the main façade of the listed building

+ Concern over the window arrangement

+ Concern over the bollards' stainless steel design, which should have a more traditional style

Officers' response - The proposed front window design has been revised since the group's comments were received. The revised design has been reviewed by the Hammersmith and Fulham Historic Buildings Group who consider that it 'is calmer'. Officers have been advised by the applicant that a 'traditional' black metal bollard would not meet the security requirements of a modern police station, as they would not be sufficiently robust for the police's operational needs. The proposed stainless steel

bollards are considered to be an appropriate design response, in the circumstances. The final bollard design and layout would be secured by condition 41.

2.5 The proposal was presented to the Hammersmith and Fulham Disability Forum Planning Group. Their comments are summarised below:

- o Ramp outside the pedestrian entrance and staff entrance to the existing building should be fully compliant
- o Compliant blue badge accessible parking bays should be located next to basement lifts
- o Either lifts should be fire rated, or refuge areas should be provided in the basement level
- o The layout of accessible toilets should provide access to both basins and dryers from a seated position
- o Accessible lockers should be provided for wheelchair users in the basement of the existing building
- o Bollards should be located outside tactile paving areas
- o There should be a strong colour contrast between the bollards and the footway
- o A drop-off point for the public should be identified on Shepherd's Bush Road

Officers' response –

- o There are no proposed changes to the existing main entrance ramp. The existing ramp was installed in 1990 and has a 1:12 gradient. Although this gradient would not comply with current SPD Design Policy 2 which recommends a 1:20 gradient, it did comply with guidance published at that time. Given that the proposed development would generally improve disability access and provision at the site, no objection is recommended to be raised. Proposed access improvements include the front door and public accessible internal doors being fitted with a power opening system that would make them easier to use. Also, the front office reception and counter areas would be enlarged and improved to ensure they are fully accessible to all. Furthermore, level access in the form of lifts and ramps would be provided throughout the new and listed building, significantly improving accessibility for disabled staff, and visitors.
- o For staff, the new accommodation would be accessed via the front entrance or via the new staff entrance in the new building within the centre of the courtyard. Disabled parking bays would also be provided within the car park at basement level, with level access through the car park to central lift core.
- o The accessible bays would not be located adjacent to the lift core within the basement. Officers are advised that this is because of structural limitations and the need to maximise car parking provision in the basement to ensure there is sufficient parking spaces for the operational demands of the police station. Whilst not ideal, no objection is recommended to be raised.
- o The applicant has confirmed that refuge areas would be provided at basement level and on upper floors. An integral call system from the refuge area would be installed linked to the building's control room. These matters would be secured under Building Regulations.
- o Accessible toilet provisions, compliant with BS 8300/Part M of the Building Regulations, would be provided to enable the use of wash basins from a seated position

on toilets. These would be included at every floor; as well as an accessible shower room being included in the gymnasium suite within the basement of the existing building.

- o The office and gym areas would have low level lockers suitable for use by all people, including disabled staff.
- o The submitted plan for the proposed crossover shows bollards located outside tactile paving areas. The final scheme is recommended to be secured via the legal agreement.
- o The bollards design has not yet been finalised. Condition 41 is recommended to secure further details on the design of the bollard. The requirements of the Hammersmith Fulham Disability Forum would be considered when finalising the design.
- o It would not be possible to install a drop-off point for the public outside the police station due to security constraints and since it would disrupt traffic flow on Shepherd's Bush Road. A drop-off within the site is also not possible due to the security demands of the police station. As such, no objection is recommended to be raised regarding this matter.

2.6 Historic England were consulted and have advised that the council may determine the application in accordance with adopted policies.

2.7 The Environment Agency were consulted. No response has been received.

2.8 Transport for London and London Underground Infrastructure Protection were both consulted. They have both raised no objection subject to a condition requiring a detailed design and method statement for all the foundations, basement, and ground floor structures. This is secured in condition 7.

TFL have also provided the following comments:

- + The accessible parking bays within the basement should be closer to the lift
- + It is accepted that large cycle stands cannot easily be incorporated into the scheme
- + The submission of a Delivery & Servicing Plan, Construction Management Plan and Demolition Logistics Plan are welcomed; these should all be secured by condition
- + A Travel Plan is welcome, the finalised version should include information on how it would be funded and secured, and it should be secured by legal agreement

Officers' response - The accessible bays would not be located adjacent to the lift core within the basement (discussed above). Conditions are recommended to secure a Delivery and Service Plan, a Construction Management Plan, and a Demolition Logistics Plan (nos. 3, 6, and 9).

3.0 CONSIDERATIONS

3.1 The relevant planning considerations in this case, to be assessed against the policies in the National Planning Policy Framework (NPPF), The London Plan (2016) and the Council's Local Development Framework, comprising the Core Strategy (2011), Development Management Local Plan (DMLP) (2013) and the Planning Guidance Supplementary Planning Document (PGSPD) are: land use; design and conservation, including impact on heritage assets; impact on neighbouring amenity; transport matters;

environmental matters, including flood risk, energy and sustainability, air quality, and contaminated land; and public benefit.

LAND USE

3.2 Except for 220 Shepherd's Bush Road, which has an A3 (restaurant) use, the existing buildings are all currently in use by the Metropolitan Police (*sui generis*). The proposal would both enhance and increase existing employment floorspace, and as such would be supported by the objectives of Core Strategy (2011) policy LE1 and DMLP (2013) policy DM B1 which seek to enhance employment opportunities in the borough.

3.3 Core Strategy (2011) policy CF1 states the Council 'will work with its strategic partners to provide borough wide high quality accessible and inclusive facilities and services for the community by supporting the Metropolitan Police and Her Majesty's Court Service and action to deal with crime and anti-social behaviour'. The proposal to enhance and increase the facilities of the Metropolitan Police at this location would comply with the aims of policy CF1.

3.4 The proposed development would secure more modern accommodation and a long term intensified employment use at this location, in keeping with the aims of regenerating Hammersmith Town Centre and in accordance with Strategic Policy C and Strategic Policy HTC of the Core Strategy (2011), and Policy DM B1 of the Development Management Local Plan (2013).

3.5 The site falls within non-prime frontage of the Hammersmith Town Centre shopping area; so the proposal needs to be considered against policy C3 of the Development Management Local Plan (2013). 220 Shepherd's Bush Road is currently vacant, however was previously occupied by a restaurant (Class A3). The proposal would result in the loss of this A3 unit. Policy C3 seeks to keep property within retail use; protecting shops and limiting restaurants, pubs, and professional/financial services. The policy also says that change of use to other uses would not normally be appropriate, as the vitality and viability of the town centre needs to be protected. There are no policies within the Core Strategy or Development Management Local Plan which specifically seek to protect A3 (restaurant) units. The property has been vacant since at least June 2012; and presents an unattractive frontage to Shepherd's Bush Road. It is considered that the loss of this A3 unit would not harm the vitality and viability of the town centre given that it has been vacant for some time, given that it appears to be in poor condition, and given that it is isolated from other retail uses, located some way from the main town centre hub. It would, however, form an integral part of the proposed scheme delivering public benefits. Policy is therefore considered to be satisfied.

IMPACT ON HERITAGE ASSETS, DESIGN

3.6 It is key to the assessment of these applications that the decision making process is based on the understanding of specific duties in relation to listed buildings and Conservation Areas required by the relevant legislation, particularly the Section 16, 66 and Section 72 duties of the Planning (Listed Buildings and Conservation Areas) Act 1990 set out below together with the requirements set out in the NPPF. Section 16(2) of the Planning (Listed Buildings and Conservation Areas) Act 1990 states in relation to listed buildings that:

'In considering whether to grant listed building consent for any works, the local planning authority or the Secretary of State shall have special regard to the desirability of preserving the [listed] building or its setting or any features of special architectural or historic interest which it possesses.'

3.7 A similar statutory duty in section 66(1) of the Listed Buildings Act applies to the determination of planning applications. Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires that: 'In considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority or, as the case may be, the Secretary of State shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.'

3.8 Section 72 of the act states in relation to conservation areas stating 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 shall be paid to the desirability of preserving or enhancing the character or appearance of that area.'

3.9 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' (para 129 of the NPPF).

3.10 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 or loss should require clear and convincing justification. Substantial harm to or loss of a grade II listed building, park or garden should be exceptional. Substantial harm to or loss of designated heritage assets of the highest significance, notably scheduled monuments, protected wreck sites, battlefields, grade I and II* listed buildings, grade I and II* registered parks and gardens, and World Heritage Sites, should be wholly exceptional.'

3.11 Core Strategy Policy BE1 'Built Environment' states that all development within the borough, including in the regeneration areas should create a high quality urban environment that respects and enhances its townscape context and heritage assets.

3.12 Policy DM G1 of the DMLP (2013) seeks to ensure that new build development is to a high standard of design and compatible with the scale and character of existing development and its setting. It states that:

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.'

3.13 Policy DM G3 states that the council will require a high standard of design in all alterations and extensions to existing buildings. DM LP Policy DM G7 seeks to protect, restore, or enhance the quality, character, appearance and setting of the borough's heritage assets. This would include an assessment of an impact of a development on views within, into and out of the conservation area, and adjacent conservation areas. Policies within Planning Guidance SPD (2013) provide greater detail on the application of the policies set out in the Core Strategy (2011) and Development Management Local Plan (2013).

Overview of significance of heritage assets

3.14 The listed police station has special architectural and historic interest as a Neo-Georgian municipal building with high quality architectural design, materials, and craftsmanship. It retains its original front elevation in stripped classical style and principle plan form and layout of three linear blocks connected by a spine block containing the main corridor and stair cores. This arrangement provides two internal courtyards adjoining the southern boundary of the site. The side and rear elevations are of much simpler, utilitarian design with stock brick facing and plain timber sash windows.

3.15 There are structures within the curtilage of the listed building, such as the rear boundary wall and the stables block, the latter internally substantially altered, and confirmed by Historic England to be not of special architectural or historic interest.

3.16 Some of the internal spaces of the police station remain in their original configuration - corridors, staircases, layout of cells, first floor timber panelled offices - and there is evidence of original detailing such as stone lining to walls, joinery details, flooring, and ceiling designs. However, the interior has been much altered over the years with subdivision of the spaces either removed or imposed in different alignments, and suspended ceilings added that may conceal some of the original coffered timber ceilings.

3.17 The building was substantially altered in the 1990s, in particular affecting the interior and the rear roofscape as well as including a number of external alterations to the side and rear, such as the insertion of a link bridge to the neighbouring building at first floor level and the installation of an escape stair, prisoner entrance and goods lift. At the front, the existing stone steps and landing to the entrance were replaced by an access ramp with railings spanning the width of the building and new steps added, as well as new timber entrance doors installed.

3.18 The listed police station building, together with other listed civic buildings of similar scale in Shepherd's Bush Road, makes a strong townscape contribution to this part of the conservation area and provides a characteristic gateway element into Hammersmith Town Centre.

3.19 The significant architectural features and elements of the listed building are the archway with the timber gate abutting the Police Station to the north in Shepherd's Bush Road, the listed building's main, front elevation that contrasts with the more utilitarian side and rear elevations, and has a distinctive built form as well as the retained internal circulation spaces with their decorative detailing. In addition, the office spaces behind the front elevation remain largely unaltered with characteristic chamfered window reveals and some timber panelled reveals as well as timber flooring with vinyl inserts in some hallways while most other internal spaces have undergone substantial alterations in the past.

Proposed alterations to the listed building

3.20 The proposals aim to adapt the property to the modern technical, operational and security related requirements of a police station, relocating some functions of sensitive nature and of high impact on the building fabric.

3.21 It is proposed to remove rear and lightwell walls including windows, partitions, suspended ceilings and mechanical services, secondary glazing, ground floor windows and main entrance, and some modern external additions such as plant, lift, hoist and riser shafts and fire escapes. Most of the internal fit-out and external additions that would be removed originate from the 1990's refurbishment and are therefore not of significant historic interest.

3.22 The separate stable block that was built at the same time as the listed police station building would be demolished. Historic England has confirmed that the stables are not of special architectural or historic interest and therefore that there is no objection to their demolition. However, the applicants have agreed to prepare a photographic record of the stable block prior to its demolition and to deposit this with the Local Archive. This is recommended to be secured by condition 15 of the listed building consent. In addition, the applicants have identified horse box no. 14 to be retained, which is closest to the original design, and propose to salvage this for re-use within the new stable building. This is welcome. The original rear boundary wall behind the stable block would also be retained.

3.23 The original archway would be dismantled and rebuilt with slightly extended dimensions by approximately 600mm in height and 1.2 m in width using original and matching materials, finishes and methods, to achieve gate dimensions suitable for modern police vehicles whilst closely matching the original proportions of the archway. A metal containment area would be added to the internal side of the archway that would not be prominently visible from the street.

3.24 The infill of the lightwells and the new building abutting at the rear would be linked with the listed building through existing window openings which would be extended down to floor level. Other windows would be infilled with recessed brickwork to express the original openings, or retained. The proposed modern curtain walling of the lightwell infills would contrast with the listed building elevations and retain the legibility of the built form. In addition, the incorporation of glazed slots at the junction of each new floor slab

with the existing building would create visual links with the original walls and provide natural light. These alterations would not be visible from public viewing points.

3.25 Other proposed external changes relate to the replacement of the ground floor glazing and entrance in the Shepherd's Bush Road frontage with matching design and up-to-date security specifications.

3.26 The internal spaces of highest heritage significance such as the first and second floor front offices and circulation spaces would be retained, and historic features retained although some of the stone arches would remain concealed by replacement suspended ceilings. The original cell corridor and two of the current cells (as created in the 1990's refurbishment) in the cell block adjacent to the custody suite on the ground floor would be retained as reference to the original layout. New mechanical services would be required throughout but fitted into the existing suspended ceiling voids. New suspended ceilings would be fitted in existing positions and bulkheads set back from the windows.

3.27 The remaining proposed internal alterations include the creation of new spaces, installations and facilities on all floors including the basement. A new link between the existing basement and the new basement of the proposed building would be created.

Identification of the heritage assets affected by the proposal

3.28 Officers consider that the designated heritage assets that would be directly affected by the proposals are:

- o The Grade II listed Police Station
- o Hammersmith Broadway Conservation Area

3.29 Consideration also must be given to the setting of the Grade II listed Hammersmith Library, Hammersmith Fire Station, Grade II listed The George Public House, the Grade II* listed Convent and School of the Sacred Heart and the Grade II listed 184 Shepherd's Bush Road.

3.30 Consideration is also required of the impact on character and appearance of adjacent conservation area setting including most notably Brook Green Conservation Area, but also Hammersmith Grove Conservation Area and Bradmore Conservation Area, which lie 80 - 150m away.

3.31 The significance of each asset has been assessed in accordance with Historic England's methodology for assessing 'significance' as set out in 'Conservation Principles Policies and Guidance for the Sustainable Management of the Historic Environment'.

3.32 The directly affected heritage assets are important elements in the historic development of Hammersmith and are considered to have historical, communal, and aesthetic value by virtue of their architecture, townscape contribution, uses and location.

3.33 Hammersmith Police Station is of historic and architectural interest as a mid-20th Century municipal building by the architect Donald McMorran renowned for the distinguished design of several police station buildings in London that make a strong townscape contribution. The composition of the front elevation with its austere character

and the contrast between the detailing of the frontage and the more utilitarian design of the rear of the building form part of the special interest. The original plan layout and internal features and finishes are well thought through aspects of the design and specific to the use as a police station. The interior has undergone a series of extensive alterations that have caused some harm to the significance of the building in the past.

3.34 Hammersmith Broadway Conservation Area covers the historic core of the village of Hammersmith at the junction of a number of principle thoroughfares. One of these is Shepherd's Bush Road along which some of the major civic buildings were placed that, due to their scale and materiality, continue to give this part of the conservation area its special townscape character.

3.35 When considering the impact of a proposed development on the significance of a designated heritage asset, paragraph 132 of the NPPF states that "...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...any harm or loss should require clear and convincing justification".

3.36 In this case, the proposed alterations to the listed building would result in some harm to the significance of the police station. It is considered that the harm should be treated as less than substantial, and therefore the approach set out in paragraph 134 of the NPPF should be applied to this case. Paragraph 134 of the NPPF states that any less than substantial harm to the significance of a designated heritage asset should be outweighed by the public benefits of the proposal.

Impact on the heritage assets

3.37 The proposed works to infill the light wells and the creation of links to the new building proposed to be erected directly abutting the rear wall of the listed building are considered to cause some harm to the significance of the building as they would result in the loss of original fabric, of the original plan form and the legibility of the standalone listed police station building. The applicants consider the original E-shaped plan to hinder operational requirements, and that any gaps or recesses between the listed building and the new development, that officers suggested should be incorporated into the scheme in order to avoid the mass of the new building encroaching on and harming the listed building at the rear, would need to be avoided under Home Office Design guidelines, as this location is close to the prisoner entrance to the new rear block. Officers are advised that gaps or recesses here would negatively impact on the police's operational requirements. The junction between the listed building and the new building and the light well infills would only be visible from within the courtyard, or from the adjoining student housing block to the south, and therefore would lack prominence. The external appearance of the light well infills would be utilitarian with a combination of glass and metal panels that would be visually recessive and separate from the original brick walls. The greater impact on the significance of the building would be the loss of the internal planform on the two upper floors of the listed building.

3.38 The works affecting the important frontage of the police station, the replacement of the non-original ground floor windows and entrance and the stretching of the original archway would be in keeping with the existing design and proportions and would not have a visual impact on the facade. This aspect of the proposed works is therefore not considered to harm the significance of the building.

3.39 The stables block is part of the ensemble of police station structures and contributes to the setting of the police station, however, it would only be visible from within the site and in a much less prominent way in views of the site from the rear and from high levels. In addition, the block and its interior is much altered, and therefore its demolition is not considered to be inflicting harm.

3.40 The proposed internal works would largely comprise refurbishment and replacements of later installations. Where the works affect original fabric, such as internal partitions, they are proposed in areas of lower significance such as in the custody suite and the rear spaces of the upper floors. The proposed internal works overall are not considered to harm the significance of the building.

3.41 The impact of the proposed external listed building works on Hammersmith Broadway Conservation Area within which the property lies is considered to be negligible, as they would not be visible from public viewing points; and only to a limited degree from the adjacent conservation area.

3.42 The internal listed building works would have no impact on the settings of the grade II listed Hammersmith Library or Brook Green Conservation Area as they would not be visible in the context of these heritage assets.

3.43 The resultant harm to the significance of Hammersmith Police Station would be less than substantial, and outweighed by the benefits of the scheme securing the retention and viability of the original use of the building as a community facility, that also contributes to the character and appearance of the conservation area.

New development

3.44 The proposal is to demolish the existing non-listed buildings at 214 to 222, which are not considered to positively contribute to the local townscape in Shepherd's Bush Road or the setting of the conservation area and nearby conservation areas.

3.45 The height and scale of the new building element that would face Shepherd's Bush Road would approximately match the height and scale of the listed building, and other neighbouring buildings on the west side of the street. Towards the rear the new Shepherd's Bush Road building would step up by one recessed storey, approximately matching the ridge height of the roofs of the listed building and the student accommodation development to the south of the police station. This would be partially visible from the street; however, the roof storey would be clad with a metal cladding similar in appearance to the roof materials on the neighbouring buildings and would visually appear recessive and subservient to the street elevation.

3.46 The proposed façade treatment has been revised several times following officer advice. The Design Review Panel was consulted at pre-application stage on a new building with terracotta tile cladding, vertical window bays and a solid stone base. The Design Review Panel was satisfied with the scale of the frontage but recommended a brick facade as brickwork can be detailed and modelled to achieve a higher quality design with visual interest that complements the traditional character of the townscape and in particular contributes positively to the setting of the listed police station with its simplicity and clarity of form. Subsequently, the initial application scheme was designed with a red brick frontage dominated by vertical, partially glazed bays with strong stone framing and a prominent two-storey, metal-clad roof structure.

3.47 Following further officer advice, the current design was developed that combines traditional characteristics of 20th Century Police Station design with contemporary features to provide visual interest and detail in this prominent location. While the overall façade design approach remains simple with a clear form, improved by the height reduction of the metal-clad, recessed roof structure, the modern features of contrasting black brickwork and partially obscured glass curtain wall infills would be restricted to the clearly by stone surrounds defined window bays. The resultant appearance could still be perceived as lacking composure and hierarchy, however, the design and materiality would appropriately distinguish the new building from the historic one, whilst corresponding to the design family formed by the historic civic and other buildings in this stretch of Shepherd's Bush Road more successfully than the existing buildings on site do.

3.48 The new building would be separated from the late 20th Century office development to the north by a deeply recessed, metal-clad 'bridge' structure of a height to match the new building, with a vehicle gate into the police yard. Such recessed structures in form of lower building annexes or archways exist either side of the listed police station and are a successful and characteristic townscape feature that accentuates the street elevation. It is unfortunate that the proposed structure is much taller than the others and therefore less successful in allowing legibility of the block form of the principal buildings in close views, however, the arrangement maintains the rhythm of frontages in longer street views.

3.49 Overall, the proposed building is not considered to harm the settings of the listed police station and the listed library on the opposite site, nor would it harm the settings of the conservation area, nearby conservation areas or nearby heritage assets/listed buildings.

3.50 A further new block of police accommodation is proposed along the rear site boundary abutting the listed building. This block would have up to 7 storeys, including a two storey plant floor and roof enclosures, and would be aligned with the taller rear block of the student housing development facing the Hammersmith & City Line station platforms. It would step down in height towards the lower railway facing buildings on the site to the north. The building form has been consolidated during the application process, and the façade treatment is simple with deeply into the brickwork recessed openings further expressed by projecting metal reveal linings. The order and size of openings varies across the levels in accordance with the internal functions and their small scale contributes to a calm and austere character of the elevations that is considered to be appropriate in this location. The 5th/6th floor plant room would be fully integrated into the building envelope with deep into the openings recessed louvres while the top office accommodation and plant enclosures would be metal-clad. These would only be visible in high level views and are not considered to be visually distracting. The overall design approach to this part of the development is considered to be appropriate and in the spirit of traditional police station design.

3.51 Due to its location at the rear of the site the new building would not be visible in street views from Shepherd's Bush Road and therefore not impact on the settings of the conservation area, nearby conservation areas, the grade II listed library building or other nearby heritage assets/listed buildings. Its impact on the listed police station is described in the listed building section. Further to this, the proposed rear building would be visible from the Hammersmith & City line station in the context of Hammersmith Broadway Conservation Area and in the setting of the station building and platforms

which are buildings of merit. The scale and appearance of the new development are considered to be in keeping with the emerging scale of development around the station and the neighbouring student housing development within the conservation area. The design provides a setting for the station that is congruous with the characteristic, inconspicuous backdrops to most station buildings in London and therefore would not harm the setting of the train station.

Proposed materials

3.52 Details of the proposed brickwork, the metal cladding and the curtain wall system for the new buildings have been submitted. The proposed textured red brickwork would be mixed with dark blue/black shades and the grey/black brickwork would have a more reflective surface. This would produce an interesting combination of brick types that is similar to the brickwork of the Cambridge Court to the north of the site. The brickwork of the listed building differs in shading and this contrast would distinguish the buildings more clearly while the proposed brickwork is considered to complement the brickwork of the listed building. The metal cladding would be deliberately kept simple and at roof level would match the standing seam design of the lead panelled roof of the building. To avoid too many different materials finishes, the colour would be mid grey for all metalwork including curtain wall frames that should blend in with the grey/black brickwork as well as not stand out at roof level when viewed in context with the lead roof of the listed building. These proposals for the main building materials would be acceptable in the context of the existing townscape.

Green roofs

3.53 Due to the operational requirements of the police station yard, the applicants consider that there are no opportunities for landscaping. However, extensive green roof systems are proposed on various levels of the new buildings and on the roofs of the light well infills. Beside their environmental benefits the green roofs will positively contribute to the appearance of the roofscape when viewed from higher viewing points.

Streetscape and bollards

3.54 Due to the high security requirements of the police station, the applicants wish to avoid landscaping, street furniture or any other installation on the site area between the new building line and the public pavement. This area would be paved in line with the public pavement and secured along the kerb line with a continuous line of high security bollards which would have a stainless steel finish with black base and top. The applicants have justified that this approach is unavoidable, and that they are required to secure the site for police use.

3.55 In conclusion, the proposed development is of a design which would be a significant improvement from some of the existing buildings on the site. On balance, Officers consider that the proposal would preserve the character and appearance of the conservation area, would preserve the settings of the adjacent listed buildings and buildings of merit, and would preserve the character and appearance of adjacent and nearby conservation areas. The proposed development proposes a number of alterations which would harm the special architectural and historic interest of the listed building, however the harm is considered to be less than substantial and outweighed by the substantial public benefits that the scheme would provide. The proposed development is considered to meet the statutory tests set out in Sections 16, 66 and

Section 72 duties of the Planning (Listed Buildings and Conservation Areas) Act 1990; relevant sections of the NPPF, and appropriate London Plan and local plan policies. A number of conditions would secure design and conservation and heritage details; nos. 39 -45 of the planning permission, and the listed building consent conditions.

IMPACT ON NEIGHBOURING PROPERTIES

3.56 Policies DM G1 and DM A9 of the Development Management Local Plan require all proposals to be formulated to respect the principles of good neighbourliness. SPD Housing Policy 8 seeks to protect the existing amenities of neighbouring residential properties, in terms of outlook, light, and privacy. Policy 7.6 of The London Plan states that buildings and structures should not cause unacceptable harm to the amenity of surrounding land and buildings, particularly residential buildings.

Daylight and Sunlight

3.57 The applicant has submitted a sunlight and daylight analysis which has been assessed by officers. This analysis has measured the impact of the development on neighbouring residential and commercial premises.

Residential Property

3.58 The closest accommodation is the student housing which occupies the adjoining former Hammersmith Palais site (no.228 Shepherd's Bush Road), and the three storey high 219 Shepherd's Bush Road, which is on the opposite side of the street.

3.59 The analysis demonstrates that all the relevant windows on 219 Shepherds Bush Road would pass the Vertical Sky Component (VSC) guidance in the BRE, retaining a VSC more than 0.8 times their former value. This property's daylight would not therefore be significantly impacted by the proposed development.

3.60 The applicant's sunlight model demonstrates that the impact on 219 Shepherd's Bush Road would also fall within the BRE sunlight guidance.

Student Accommodation

3.61 Sixty-eight windows, that would be most impacted by the development in the student accommodation were tested. Twenty of these windows would not technically pass VSC daylighting guidance. Twelve of these, however, serve circulation spaces.

3.62 The student accommodation is split into two main buildings, a five storey building that faces directly onto the street and a nine storey building located to the rear of the site adjacent to the tube line. The eight windows that would fail the BRE's VSC guidance (i.e. have reductions more than 20%) are located on the rear elevation of the five storey building immediately adjacent to the police station site; and are student rooms. These are located at first, second and third floor level. These windows face in a westerly direction and look directly onto their own rear nine storey student accommodation building. The reductions in VSC values would be:

First Floor

Window 2: 35% loss. Window 3: 34% loss. Window 4: 22% loss.

Second Floor

Window 2: 33% loss. Window 3: 31% loss. Window 4: 21% loss.

Third Floor

Window 1: 26% loss. Window 2: 24% loss.

3.63 The windows would experience between a 21% to 35% reduction in VSC, with the windows at first floor level generally being the most impacted. The loss of daylight to these windows is unfortunate, however given that the proposed development is lower in height than part of the adjacent student building and that it is student accommodation that would be impacted (which is more temporary in nature for occupants), rather than more sensitive permanent residential accommodation i.e. C3, and giving weight to the significant public benefits the proposed development would result in, no objection is recommended to be raised. Overall, the scheme would not have a significant impact on the quality of living accommodation provided at the student accommodation.

3.64 The applicant's sunlight model demonstrates that the impact on the student accommodation would fall within the BRE sunlight guidance.

Outlook

3.65 The proposed development would not cause a significant loss of outlook to neighbouring residential property or the student accommodation. 219 Shepherd's Bush Road's outlook would not be significantly impacted due to the appropriate massing of the site where most of the bulk would be located to the rear and due to the significant separation distance of 20m between the front façade of the development and 219's windows. The proposed development, which is lower in height than the nine storey height of the student accommodation, would not demonstrably worsen the situation for windows in the student accommodation.

Privacy

3.66 The proposed development would not cause significant harm to neighbouring privacy. SPD Housing Policy 8 recommends that new windows should not be positioned so as to be less than 18 metres as measured in arc of 60 degrees from the proposed windows to any other existing residential habitable windows. The windows on 219 Shepherd's Bush Road are 20m away, and the development would therefore comply. The proposed windows/openings which would be located on the southern wall of the lightwell infill extension to the police station would be located perpendicular to windows on the student accommodation, and as such their privacy would not be unacceptably harmed.

Commercial Properties

3.67 The submitted sunlight and daylight analysis has measured the impact of the development on the following adjoining non-residential properties; Hammersmith Library, Cambridge Court, 10 Hammersmith Grove and 26 to 28 Hammersmith Grove. Hammersmith Library and 10 Hammersmith Grove would not have their light significantly impacted as all the windows within these properties would pass the BRE's VSC test.

3.68 Nineteen windows in Cambridge Court and nine windows at 26 to 28 Hammersmith Grove would see a fall in VSC beyond that which the BRE generally recommends.

3.69 In regard to Cambridge Court, the nineteen windows affected are all located immediately adjacent to the northern boundary of the site. These windows would experience between a 41% and 59 % reduction in VSC: as follows: 41%, 44%, 45% (3 windows), 46% (2 windows), 47% (4 windows), 48% (3 windows), 49% (2 windows), 57% 58% and 59%. However, the BRE (which is guidance, not adopted policy) generally recognises that commercial property can operate with lower lighting levels than those that residential property should ideally have. The windows at Cambridge Court would still retain VSC values of between 11% and 19%. Though it is acknowledged that there would be an impact on lighting here, officers consider that the proposed development would provide significant public benefits that would outweigh the loss of daylight to Cambridge Court.

3.70 In regard to 26 to 28 Hammersmith Grove, eight of the nine windows serve a car park; where daylight is not considered to be a vital requirement. The remaining window is located at second floor level. This window would still have a high VSC of 26.67% and would see a fall of 21% in VSC (marginally above the 20%). As such this working environment would not be materially changed.

3.71 In regard to sunlight, thirty four windows within Cambridge Court would see a reduction in the level of sunlight that they would receive. There are no sunlight standards within BRE guidance for non-domestic properties, however. Sunlight is not considered to be an essential requirement of commercial space. Given the significant public benefits the scheme would provide; no objection is recommended to be raised.

3.72 The council's adopted guidance in relation to privacy and outlook is set out in SPD Housing Policy 8; which relates to residential property. There are no standards within this guidance that seeks to protect outlook or privacy to offices. Outlook and privacy is not considered to be an essential requirement of providing satisfactory working conditions in most general office spaces.

3.73 There are no external amenity spaces belonging to either residential properties or commercial properties within the vicinity of the site whose sunlight would be impacted by the proposed development.

Noise and disturbance, light pollution

3.74 Policy DM H9 of the DMLP (2013) and Core Strategy (2011) policy CC4 seek to reduce and control impact of noise and vibration of noise sensitive premises.

3.75 Officers are satisfied, that subject to conditions (21 to 23), the proposed development including associated plant, which would primarily be located in the basement and at roof level, would not cause harm to neighbouring living conditions in terms of noise disturbance or vibration.

3.76 The property will continue to function as a public service building in the town centre, and though the use would be intensified, the noise and disturbance impacts from general use of the property would not, in officers' view, be unacceptable in the circumstances.

3.77 The impact of the proposal on light pollution is discussed in the Environment section below.

Basement

3.78 The proposed basement would not extend beyond the footprint of the proposed building and would not extend under the footprint of the listed building. The applicant has submitted a basement construction method statement which has been produced by a qualified engineer. This report is considered sufficient for the purposes of planning to ensure that the proposed development would not have an adverse impact on the structural stability of the listed building or adjoining properties. The report is also considered sufficient to ensure that the basement development would not cause harm to the special architectural and historic interest of the listed building.

3.79 TfL have requested further information on detailed design and method statements for all the foundations including the basement level. This is recommended to be secured via condition (7).

TRANSPORT

3.80 The NPPF requires that developments which generate significant movements are located where the need to travel would be minimised and the use of sustainable transport modes (such as public transport) can be maximised; and that development should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people. Policies 6.1, 6.3, 6.10, 6.11 and 6.13 of The London Plan set out the intention to encourage consideration of transport implications as a fundamental element of sustainable transport, supporting development patterns that reduce the need to travel or that locate development with high trip generation in proximity of public transport services. The policies also provide guidance for the establishment of maximum car parking standards.

3.81 Core Strategy Borough Wide Strategic Policy T1 aims to increase opportunities for walking and cycling, secure access improvements, particularly for people with disabilities, and ensure appropriate parking is provided to meet the essential needs of the development without impacting on the quality of the urban environment.

3.82 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.

Traffic Generation

3.83 The current vehicle parking provision on site is 24 spaces. The proposed development would see this increased to 56 car parking spaces. The new car park would be for operational vehicles only. The projected increase in vehicular trips is estimated to increase (worse case) by 235 two-way movements per day, from the existing 176 trips to a total of 411. The transport statement notes that this would equate to an uplift of 1.15% compared to the estimated 2019 traffic flows for Shepherd's Bush Road (base flow). These traffic movements would be spread across the 24 hours of operation of the police station, so would have less impact on peak hour traffic compared to traffic that would be associated with non-operational car parking spaces.

Travel Plan

3.84 The travel plan notes the current modal split of the site which is as follows:

Walk: 4%, Cycle: 10%, Bus: 5%, Rail/Tube: 54%, Scooter/Motorbike: 8%, Operational Vehicles: 2%, Private Car: 17%.

3.85 The travel plan sets appropriate targets which seek to significantly reduce private car travel, which is projected to reduce to just 8% by 2024, and sets targets to encourage a strong shift to more sustainable transport modes such as cycling, which is projected to increase from 10% to 13% and Rail/Tube, which is projected to increase from 54% to 58%.

3.86 The proposed modal split for 2024 is projected to be as follows:

Walk: 4%, Cycle: 13%, Bus: 5%, Rail/Tube: 58%, Scooter/Motorbike: 10%, Operational Vehicles: 2 %, Private Car: 8%.

3.87 The new car park would be for operational vehicles only. A travel plan is recommended to be secured through the legal agreement with targets to improve the sustainability of travel to and from the site. The travel plan would be monitored at Year 1, Year 3, and Year 5 following occupation of the development (the applicant would fund the reviews (£2,500 per review))

Car Parking Arrangements

3.88 Fifty-six car parking spaces are proposed, all of which are intended to be solely for operational parking, except for two accessible bays. Condition (15) is recommended to ensure these accessible parking bays are provided and can only be used by blue badge holders.

3.89 The accessible bays would not be located adjacent to the lift core. This issue has been raised with the applicant who has confirmed that due to structural limitation of the site and the need to maximise car parking provision within the basement to meet the operational requirements of the police, the accessible bays cannot be relocated closer to the lift cores. Considering this, and given that the proposed development would make significant improvements to disabled access generally, as well as giving weight to the significant public benefits the scheme would provide, no objection is recommended to be raised.

Cycle Parking

3.90 Eighty cycle parking spaces, plus two additional larger accessible cycle parking spaces would be provided. There is no cycle parking provision standard set out for police stations (sui generis use) within policy DM J5. However, the proposed use would be most like an office use. Offices, under policy DM J5 of the DMLP, are required to have one cycle space for every 50 sq.m; though The London Plan policy is less demanding.

3.91 The applicant claims that 'active' office space accounts for 2,450 sq.m of the site, with the rest of site made up of non-office functions such as custody cells, locker rooms,

plant rooms, car parking spaces etc. Calculating cycle parking provision only on the 'active' office space, works out to the site needing to provide forty nine cycle spaces. Eighty cycle parking space are proposed; which would help to encourage travel by bicycle. A travel plan is recommended to be secured through the legal agreement to help monitor and respond to future cycle parking demand. Condition 16 is also relevant.

3.92 For security reasons existing cycle parking on the footpath in front of the site is proposed to be removed. Locations for cycle parking for members of the public visiting the police station would need to be identified close to, but not immediately in front of the site. The applicant has agreed to fund the removal of the existing and pay for the provision of new cycle spaces elsewhere close by, this is recommended to be secured in the legal agreement.

Site Accesses

3.93 Both existing site accesses would require widening and reconstruction. These works and the installation of the new bollards is recommended to be secured via the legal agreement.

3.94 Dropped kerbs are currently shown behind the back-line of public highway, with the pedestrian route along the footway blocked by bollards. A revised arrangement is recommended to be secured in the legal agreement, to ensure that the pedestrian route is maintained and that it is kept away from the entrance where the vehicle / pedestrian inter-visibility is poor.

Electric Vehicle Charging Points.

3.95 As a police station is 'sui generis' there is no set guidance on the quantum of electric vehicle charging points that developments should aim to provide; however, the provision of electric vehicle charging points will help achieve the Mayor's sustainable transport vision and reduce air pollution. The applicant has agreed to the provision of 10 electric charging points for electric cars and an additional 10 electric charging points for cycles. There are also a further 10 electric charging points proposed to be reserved for future provision. This is welcome, and is recommended to be secured via condition (17).

Delivery and Servicing Plan

3.96 All servicing is intended to take place off street (on site) apart from refuse vehicles which would not be allowed into the site for security reasons, and would stop on Shepherd's Bush Road. This is an improvement on the current operation of the site; for example, horses are currently put into/taken out of horse boxes on-street.

3.97 A draft delivery and servicing plan has been provided. Approval of the finalised document is recommended to be secured via condition (9).

Demolition and Construction Logistic Plan

3.98 A draft Demolition and Construction Logistic Plan has been provided which anticipates the retention of pedestrian movement along the west side of Shepherd's Bush Road during construction by provision of a protected gantry. Conditions 3 & 5 are recommended to secure Demolition and Construction Logistic Plans.

3.99 With conditions, and via legal agreement, the proposed development would not have an unacceptable impact on highway or parking.

ENVIRONMENTAL

Sustainable Design & Construction

3.100 London Plan policy 5.3 and Policy DM H2 of the Development Management Local Plan are concerned with promoting sustainable design and construction. Policy DM H2 states that 'sustainable measures should be included in developments and sustainability statements are required for all major developments to ensure that a full range of sustainability uses are taken into account'. SPD Sustainability Policy 25 requires major planning applications to provide details of how use of resources will be minimised during construction.

3.101 As required, a Sustainability Statement has been submitted with the application. The scheme has been designed to meet the BREEAM 'Very Good' rating in terms of the sustainable design and construction measures that would be integrated into the development. The BREEAM Pre-Assessment details a range of proposed measures for the new build that would reduce energy and water use, minimise waste and promote recycling, use sustainable construction materials, improve the open space and ecology, provide sustainable transport measures, and minimise pollution impacts. The measures outlined are considered adequate to meet the requirements of the Local Plan and London Plan in terms of sustainable design and construction.

3.102 The Sustainability Statement states that a BREEAM Pre-Assessment has been undertaken but that a full BREEAM bespoke assessment would need to be undertaken afterwards. It is recommended that the development be carried out in accordance with the measures and recommendations in the Sustainability Statement and that a Post-Construction BREEAM Assessment be prepared and submitted to the council for approval. Condition 35 would secure this.

Carbon Reduction

3.103 London Plan (2016) policy 5.1 seeks to achieve an overall reduction in London's carbon dioxide emission of 60% from 1990 levels, by 2025. Core Strategy policy CC1 and London Plan (2016) policy 5.2 requires developments to make the fullest contribution possible to the mitigation of, and adaptation to, climate change. DMLP (2013) policy DM H1 and London Plan (2016) policy 5.7 seek to reduce carbon emissions by implementing energy conservation measures and renewable energy generation.

3.104 As required, an Energy Assessment has been carried out for the proposed development. The document shows that the energy use and associated CO₂ emissions would be reduced from the Building Regulations requirements by including energy efficiency measures such as improved insulation, better airtightness and use of energy efficient heating and ventilation systems and lighting and controls. The use of an efficient centralised heating system and solar PV Panels would also help to reduce CO₂ emissions.

3.105 The proposed energy efficiency measures are calculated to reduce CO₂ emissions by about 2% a year to 532 tonnes from a baseline of 540 tonnes. The

feasibility of integrating a Combined Heat and Power (CHP) system has been checked and can be included to provide water heating demand as well as generating electricity. The CHP system would help reduce CO2 emissions by a further 59 tonnes to 473 tonnes. In terms of renewable energy generation on-site, it is planned to include 76 roof mounted solar PV panels to generate electricity on-site. The PVs would remove a further 9 tonnes of CO2 a year. In total, the carbon reduction measures planned for the new police station would reduce CO2 emissions by 14% compared to the Building Regulations requirements, which would fall short of the 35% target set in The London Plan.

3.106 The Energy Strategy acknowledges that, due to site constraints, it would not be possible to deliver all of the CO2 savings required and that a short fall of 113 tonnes of CO2 per year has been estimated. The London Plan allows that any such shortfall could be offset by making a payment in lieu to the council.

3.107 Officers acknowledge that the local, regional, and national importance of providing the proposed police station, and the need for this development to be fully operational on a 24/7 basis, pose unique challenges which would make it extremely difficult for the police to achieve standard carbon reduction measures to meet the full London Plan target. The fact that part of the site is also Grade II listed adds to this complexity. Given that this is a 'once in a generation' type of development for Hammersmith, and giving great weight to the importance of the proposed development, it is considered that a significant contribution of £101,000 would strike an appropriate balance between the development contributing to meeting carbon emission targets, and the need to provide a world class police service that offers good value for money to taxpayers. This contribution is recommended to be secured through the legal agreement, to be used to help minimise carbon reduction in the borough.

3.108 Condition 33 is recommended to secure the implementation of the measures proposed in the Energy Strategy

Flooding

3.109 Core Strategy (2011) policy CC2 and Development Management Local Plan (2013) policy DM H3 requires all development to minimise current and future flooding risk, and will strive to reduce the risk of flooding from surface water and foul water. Policy DM H3 requires developments to incorporate Sustainable Drainage System (SUDS) to achieve greenfield run-off rates. Policy DM H3 is in line with the requirement of London Plan (2016) policy 5.13 which also promotes SUDS with the aim to achieve greenfield run-off rates. London Plan (2016) policy 5.11 encourages the provision of green roofs.

3.110 The site is in the Environment Agency's Flood Zone 3. As required, a Flood Risk Assessment (FRA) has been submitted with the application. Although in Zone 3, the site is well defended from tidal flood risk from the River Thames by the Thames Barrier and local river wall defences. These protect the site and surrounding area for all flood events up to a 0.1% (1 in 1000) chance of happening in any year. If the defences were breached or over-topped, the site is not at risk of being impacted by flood water. Flood risk from the River Thames is therefore low.

3.111 Surface water flood risk has also been assessed in the FRA. There is a risk that there could be ponding of water on parts of the site in the event of an intense storm,

although the site itself is not classified as a flooding hotspot. The FRA recommends that finished floor levels would be raised (150mm above the typical ground level) to help protect the site from this source of flooding.

3.112 The current site is 100% impermeable, made up of existing buildings and external hard standing areas. All surface water run-off is currently discharged into the combined sewer system. Sustainable Drainage Systems (SUDS) are proposed to be integrated on most of the site, mainly in the form of a green/blue roof on the new building with the addition of a storage tank with flow control providing 250m³ of attenuation, and reducing discharge rates from the site from 89 l/s for the 1 in 100-year storm to 5 l/s. The final discharge rate would be close to the calculated greenfield run-off rate for site of just over 4 l/s.

3.113 The applicant's approach to SUDS is an appropriate step in the right direction in limiting the impact of the development on flooding. Further reduction could, however, be achieved and further investigation of this is recommended. Further details are recommended to be secured via condition 19.

3.114 The integration of the green/blue roof into the design of the scheme is welcomed, although this should also be integrated into the rainwater harvesting systems. Further consideration is required on the potential use for collected rainwater on the site, and this is recommended to be secured by condition 19. Some maintenance details for the SUDS measures have been provided, although further details on, for example, timeframes for the planned maintenance measures and confirmation of the maintenance provider would be required; and this is recommended to be secured by condition 20.

Land Contamination

3.115 Policy 5.21 of The London Plan, Core Strategy Policy CC4 and Policies DM H7 and H11 of the DMLP relate to contaminated land. The DMLP states that 'the Council will support the remediation of contaminated land and that it will take measures to minimise the potential harm of contaminated sites and ensure that mitigation measures are put in place'. SPD Amenity Policies 2, 3, 4, 5, 7, 8, 12, 13, 14, 15 also relate to contamination. Policy 16 sets out the common submission requirements for planning conditions relating to contamination and policy 17 deals with sustainable remediation.

3.116 Potentially contaminative land uses (past or present) are understood to have occurred at this site. The applicant has submitted a preliminary risk assessment and a site investigation scheme in the form of a Geo-environmental Desktop Study and a Ground Investigation Specification. Condition 10 would require the development to be carried out in accordance with these documents. Conditions 11 to 14 are also recommended 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.

Air Quality

3.117 Policy CC4 of the Core Strategy explains that the Council will reduce levels of local air pollution and improve air quality in line with the national air quality objectives.

Policy DM H8 of the DM LP requires an air quality assessment and mitigation measures where appropriate. This is supported by SPD Amenity Policies 20 and 21.

3.118 The borough is located within an Air Quality Management Area (AQMA). The site is in an area of very poor air quality due to the road traffic emissions from Shepherd's Bush Road; and its proximity to the Broadway. Because of traffic and energy plant emissions during the demolition, construction, and operational phase there is potential to have a significant adverse impact on local air quality. Officers are satisfied that any impact could be sufficiently mitigated and managed by conditions, however (29 and 30).

Light Pollution

3.119 Policy CC4 of the Core Strategy requires developments to minimise the impact of light pollution. The redevelopment would result in a greater number of windows at the site compared to the existing situation. The proposed window openings are considered to be quite small, especially when compared to surrounding developments; and this would, to some extent, limit the impact of the development on light pollution. Conditions requiring further mitigation are considered to be unreasonable given the importance of providing a 24/7 police facility and service. No objection is recommended to be raised in regard to this matter.

Waste Management

3.120 Core Strategy (2011) policy CC3 'Waste Management' and Policy DM H5 'Sustainable Waste Management' expect all new developments to include suitable facilities for the management of waste generated by the development, including the collection and storage of separated waste. There are three waste areas proposed at ground floor level; a general waste and recycling store along the northern boundary, a stables waste bin area within the centre of the site adjacent to the basement ramp area, and a catering waste area adjacent to the side entrance of the listed building. The collection of the waste would be done within the site. The waste/recycling storage areas are recommended to be secured via conditions 31 and 32.

COMMUNITY INFRASTRUCTURE LEVY

3.121 Mayoral CIL (Community Infrastructure Levy) came into effect in April 2012 and is a material consideration to which regard must be had when determining this planning application. Under the London-wide Mayoral CIL the development, according to the figures provided in the applicant's mayor CIL form, is estimated to be liable for a £397,250 payment. This would contribute towards the funding of Crossrail. The GLA expect the Council, as the Collecting Authority, to secure the levy in accordance with London Plan Policy 8.3.

3.122 The borough's own community infrastructure levy came into effect on 1st September 2015. The site is in the 'Central A' charging zone. There is no charge for the creation of sui-generis floorspace in LBHF.

PUBLIC BENEFITS

3.123 The proposed development would provide substantial public benefits, and these have been considered in order to come to a balanced recommendation on the scheme,

particularly in relation to harm identified to the significance of heritage assets and impact on local amenity. Some of these public benefits are outlined below.

3.124 The redevelopment of Hammersmith Police Station would enable the consolidation of a wide range of operations and services, realising outdated and inefficient police stations at Fulham and Shepherd's Bush. This would lead to a welcomed income source for the police as well as, more importantly, a long term reduction in expenditure by the police. This would, according to the applicant, allow more resources to be funnelled into key police operations, saving tax payers money.

3.125 The proposed development would secure the long-term use of the site, ensuring long term employment within the borough. There would be a significant increase in staff number at the site, going from 238 to 759 full time employees. This should benefit local businesses that, in turn, are an important part of ensuring the vibrancy and viability of Hammersmith Town Centre.

3.126 The police are also a valuable community service for society. Ensuring a continued strong police presence in the borough would help increase crime prevention and maintain social order, allowing greater social cohesion in the borough, which would help create safer and more welcoming neighbourhoods. The proposal would thereby improve the quality of life of residents and visitors alike. Having an immediate police presence would also help maintain the local environment, helping to safeguard/protect streets, trees, buildings and open spaces from vandalism and other illicit behaviour.

3.127 The proposal would also secure the long-term original use of the listed police station, which would help to preserve this heritage asset's cultural and historical significance.

Legal Agreement

3.128 In assessing planning proposals local planning authorities consider each proposal on its merits and reach a decision based on whether the scheme 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, using 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.

3.129 In this case a legal agreement is recommended, and would include the following Heads of Terms:

- The applicant to fund necessary highways works at the site arising from the development; and including the arrangement/provision of bollards
- The applicant to fund the removal of existing cycle parking outside the site, and the provision of new cycle parking on Shepherd's Bush Road
- Submission of a travel plan including monitoring at Year 1, Year 3, and Year 5 following occupation of the development (applicant to fund the reviews (£2,500 per review))
- The applicant to make a financial contribution to off-set the shortfall in carbon reduction measures

- The applicant to provide (or fund) local training/employment opportunities on site during demolition/construction

4.0 CONCLUSIONS and RECOMMENDATION

4.1 The proposed development would form part of a wider strategy by the Metropolitan Police Service and Mayor's Office for Policing and Crime to provide a more efficient and effective modern police service; which would result in a significant national, regional, and local public benefit. Consolidating policing facilities at this highly accessible town centre location would help regenerate Hammersmith Town Centre and enhance employment uses. The loss of the restaurant is considered to be acceptable, the property has been vacant for some years and the loss of this unit would not adversely affect the vitality or viability of the town centre; and would form an integral part of the scheme delivering the public benefits. Core Strategy (2011) policies Strategic Policy C and Strategic Policy HTC, LE1 and CF1, and Development Management Local Plan (2013) policy DM B1 are thereby considered to be satisfied.

4.2 The scale, mass, bulk, and external appearance of the redevelopment is considered to be acceptable; and details would be secured by conditions. The new building would complement the character of the listed building, and respect the local architectural and townscape importance and qualities of the property. The resultant harm to the significance of the listed police station would be less than substantial, and outweighed by the public benefits of the scheme, including securing the retention and viability of the original use of the building as a community facility that also contributes to the character of the conservation area. The proposed redevelopment is considered to preserve the character and appearance of this and nearby conservation areas and the special architectural and historic interest of the listed building, its setting, and the setting of nearby heritage assets. Duties in sections 16, 66 and Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 are considered to have been met. The proposal would also meet the aims of Paragraphs 129 and 132 of the NPPF, and comply with Core Strategy Policy BE1 (2011) and Policies DM G1, DM G3 and DM G7 of the Development Management Local Plan (2013).

4.3 The development, as a whole, would respect the principles of good neighbourliness. On balance, the impacts of the proposed development upon neighbouring occupiers' light, outlook and privacy has been considered, and balanced against the overall public benefit that would arise from the scheme. Measures would be secured by condition to minimise noise and disturbance to nearby occupiers from the operation of the premises. In this regard, the development would respect the principles of good neighbourliness, and thereby satisfies policies DM G1, DM H9 and DM H11 of the Development Management Local Plan (2013), SPD Housing Policy 8 of the Planning Guidance SPD (2013) and Policy 7.6 of The London Plan, 2016.

4.4 No unacceptable impact on traffic generation or congestion on the primary road network has been identified. Only operational car parking would be provided (except for two spaces for disabled staff) and the development is not considered to contribute significantly towards pressure on on-street parking in this highly accessible area, subject to satisfactory measures to discourage the use of the private car which would be contained in a Travel Plan (secured in a legal agreement). Changes to the highway required by the scheme would be secured in the legal agreement. Ease of access would be provided for all people, including disabled people. Acceptable provision would be made for cycle parking. Adequate provision for servicing/deliveries and the storage and

collection of refuse and recyclables would be provided; secured by conditions. The proposal is thereby in accordance with policy T1 of the Core Strategy (2011) and policies DM H5, DM J1 and DM J2 of the Development Management Local Plan (2013), the London Plan (2016), in particular policies 6.1, 6.3, 6.10, 6.11 and 6.13, and the NPPF.

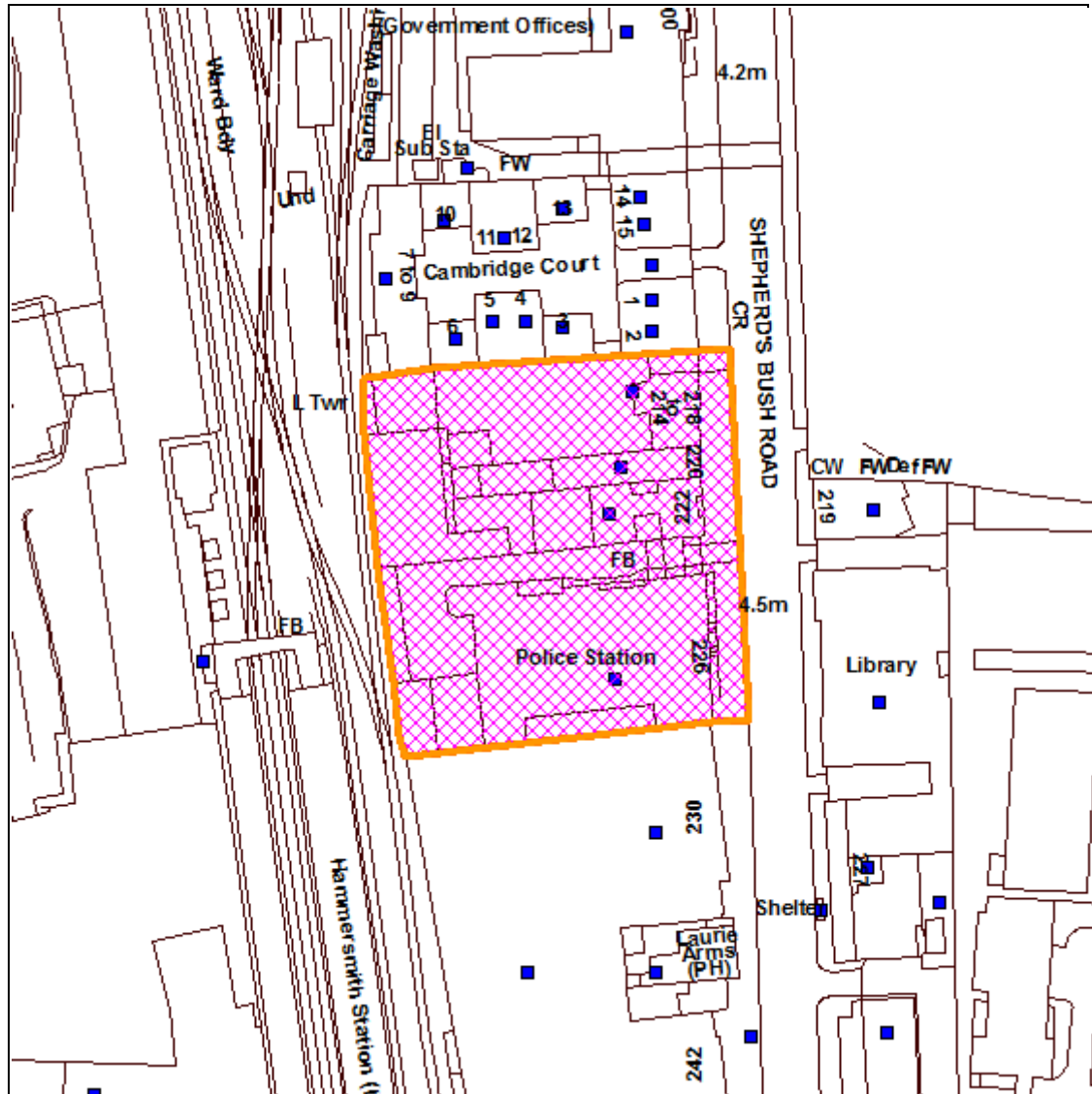
4.5 A Flood Risk Assessment (FRA) has been submitted. An Air Quality Assessment has been submitted. A BREEAM pre-assessment has been undertaken as part of the Sustainability Statement, and a full BREEAM bespoke assessment would be undertaken post planning, secured by condition. An Energy Statement has been submitted outlining energy efficiency and low/zero carbon measures to be implemented as part of the development. The application proposes several measures to reduce CO2 emissions from the baseline; but a shortfall in carbon reducing measures would be off-set by the applicant making a financial contribution, which would be secured in the legal agreement. Finalised sustainable urban drainage system measures would be required by condition. Conditions (in connection with land contamination) would also ensure that the site would be remediated to an appropriate level. The proposal would be consistent with the Mayor of London's sustainable design and construction objectives. London Plan policies 5.1, 5.2, 5.3, 5.7, 5.11, 5.13 and 5.21, Borough Wide Strategic Policies CC1 and CC4 of the Core Strategy 2011, Policies DM H3, DM H7, DM H8 and H11 of the Development Management Local Plan 2013, and Planning Guidance SPD Amenity Policies 2, 3, 4, 5, 7, 8, 12, 13, 14, 15, 16 and 17 are thereby considered to be satisfied.

4.6 It is recommended that (i) planning permission be granted, subject to conditions and the completion of a satisfactory legal agreement; (ii) listed building consent be granted, subject to conditions.

Ward: Hammersmith Broadway

Site Address:

Hammersmith Police Station 226 Shepherd's Bush Road
London W6 7NX



© Crown Copyright. All Rights Reserved. London Borough Hammersmith and Fulham LA100019223 (2013).
For identification purposes only - do not scale.

Reg. No:
2016/04201/LBC

Case Officer:
Barry Valentine

Date Valid:
04.11.2016

Conservation Area:
Hammersmith Broadway Conservation Area -
Number 22

Committee Date:
08.02.2017

Applicant:

Mr Max Radford

Empress State Building Marchbank Road London SW6 1TR

Description:

Alterations and extensions to the Grade II listed police station (including the erection of three storey high extensions within the building's existing lightwells) and alterations to the Grade II listed gate; in connection with a scheme to demolish Avenue House (214 to 218 Shepherd's Bush Road), 220 and 222 Shepherd's Bush Road) and ancillary buildings including stables to the rear of the listed police station (226 Shepherd's Bush Road); Erection of a part three, part five storey high replacement building on Shepherd's Bush Road frontage, increasing to five storeys plus additional two storey high plant roof level along the site's western boundary with a basement; 56 car parking spaces and cycle parking.

Drg Nos: 1049.P.201 Rev. PA6, P.202 Rev. PA4, P.210 Rev. PA7,P.211 Rev. PA4, P.220 Rev. PA5, P.221 Rev. PA4,P.230 Rev. PA5, P.231 Rev. PA4, P.240 Rev. PA5,P.260 Rev. PA4, P.270 Rev. PA4, P.300 Rev. PA6,P.301 Rev. PA3, P.302 Rev. PA7, P.303 Rev. PA5,P.401 Rev. PA7, P.402 Rev. PA7, P.410 Rev. PA4,P.600 Rev. PA3, P.601 Rev. PA3, P.602 Rev. PA3,P.603 Rev. PA3, P.604 Rev. PA3, P.605 Rev. PA3

Application Type:

Listed Building Consent

Officer Recommendation:

That the application be approved subject to the condition(s) set out below:

- 1) The works hereby granted consent shall not commence later than the expiration of 3 years beginning with the date upon which this consent is granted.

Condition required to be imposed by Section 18(1)(a) of the Planning (Listed Buildings and Conservation Areas) Act 1990 (as amended by section 91 of the Planning and Compensation Act 2004).

- 2) The works hereby approved are only those specifically stated in the written description and indicated on the approved drawing numbers:

1049.P.201 Rev. PA6, P.202 Rev. PA4, P.210 Rev. PA7, P.211 Rev. PA4, P.220 Rev. PA5, P.221 Rev. PA4, P.230 Rev. PA5, P.231 Rev. PA4, P.240 Rev. PA5, P.241 Rev. PA5, P.250 Rev. PA4, P.260 Rev. PA4, P.270 Rev. PA4, P.300 Rev. PA6, P301 Rev. PA3, P.302 Rev. PA7, P.303 Rev. PA5, P.304 Rev. PA1, P.401 Rev. PA7, P.402 Rev. PA7, P.410 Rev. PA4, P.600 Rev PA3, P.601 Rev. PA3, P.602 Rev. PA3, P.603 Rev. PA3, P.604 Rev.PA3, P.605 Rev. PA3

In order to safeguard the special architectural or historic interest of the building and its setting, in accordance with Development Management Local Plan (2013) policies DM G1, DM G3, DM G5 and DM G7, and Core Strategy (2011) policy BE1.

- 3) All new works and finishes, and works of making good to the retained fabric, shall match the existing adjacent work with regard to the methods used and to

materials, colour, texture and profile, unless shown otherwise indicated on the approved drawings or other documentation hereby approved or required by any conditions attached to this consent.

In order to safeguard the special architectural or historic interest of the building and its setting, and to preserve the character and appearance of the conservation area in accordance with Development Management Local Plan (2013) policies DM G1, DM G3, DM G5 and DM G7, and Core Strategy (2011) policy BE1 .

- 4) Prior to commencement of the relevant part of the development hereby permitted, detailed drawings at a scale no less than 1:20 in plan, section and elevation, and/or samples of materials as appropriate, in respect of the following, shall be submitted to and approved in writing by the council before the relevant part of the work is begun:
 - a) Details of all new external materials to be used in the listed building including curtain walling, cladding and roofing material to the lightwell infills, brick repairs and side entrances.
 - b) Details of all external hard surfaces, paving, boundary walls, fences, gates or railings (including acoustic barriers) and other means of enclosures.
 - c) Details of all works, repairs and restoration to external elevations and roofs.

The development shall only be carried out in accordance with the details hereby approved and thereafter permanently retained as such.

In order to safeguard the special architectural or historic interest of the building and its setting, and to preserve the character and appearance of the conservation area in accordance with Development Management Local Plan (2013) policies DM G1, DM G3, DM G5 and DM G7, and Core Strategy (2011) policy BE1 .

- 5) Prior to commencement of the relevant part of the development hereby permitted, detailed drawings, including samples as appropriate, of the replacement front main entrance door shall be submitted to and approved in writing by the Council. The development shall only be carried out in accordance with the details hereby approved and thereafter permanently retained as such.

In order to ensure that the proposed development would preserve the appearance of the property, the character and appearance of the conservation area; the character, appearance, setting and special architectural and historic interest of the listed building and to preserve the setting of nearby listed buildings, in accordance with policies outlined in the Development Management Local Plan (2013) in particular policies DM G3 and DM G7 and policies outlined in the Core Strategy (2011) in particular policy BE1.

- 6) Prior to commencement of the relevant part of the development hereby permitted, detailed drawings, including elevations and section at a scale of no less than 1:10 of the refurbished reception area and including the new main entrance counter within the listed building, shall be submitted to and approved in writing by the Council. The development shall only be carried out in accordance with the detail hereby approved and thereafter permanently retained as such.

In order to safeguard the special architectural or historic interest of the building and its setting, in accordance with Development Management Local Plan (2013) policy DM G7, and Core Strategy (2011) policy BE1.

- 7) Prior to commencement of the relevant part of the development hereby permitted, detailed drawings including sections and reflected ceiling plans of any new suspended ceilings, shall be submitted to and approved in writing by the Council. The development shall only be carried out in accordance with the details hereby approved and thereafter permanently retained as such.

In order to safeguard the special architectural or historic interest of the building and its setting, in accordance with Development Management Local Plan (2013) policy DM G7, and Core Strategy (2011) policy BE1.

- 8) Prior to commencement of the relevant part of the development hereby permitted, details of all new fixtures and fittings including light fittings, flooring, fixed seating to be installed shall be submitted to and approved in writing by the Council. The development shall only be carried out in accordance with the details hereby approved and thereafter permanently retained as such.

In order to safeguard the special architectural or historic interest of the building and its setting, in accordance with Development Management Local Plan (2013) policy DM G7, and Core Strategy (2011) policy BE1.

- 9) Prior to commencement of the relevant part of the development hereby permitted, details of any alterations associated with M&E service installation shall be submitted to and approved in writing by the Council. The development shall only be carried out in accordance with the detail hereby approved and thereafter permanently retained as such.

In order to safeguard the special architectural or historic interest of the building and its setting, in accordance with Development Management Local Plan (2013) policy DM G7, and Core Strategy (2011) policy BE1.

- 10) Prior to commencement of the relevant part of the development, detailed drawings including elevations and section at a scale of no less than 1:10 of the new ground floor front elevation windows and the installation of any associated secondary glazing, shall be submitted to and approved in writing by the Council. The development shall only be carried out in accordance with the details hereby approved and thereafter permanently retained as such.

In order to ensure that the proposed development would preserve the appearance of the property, the character and appearance of the conservation area; the character, appearance, setting and special architectural and historic interest of the listed building and to preserve the settings of the nearby listed buildings, in accordance with policies outlined in the Development Management Local Plan (2013) in particular policies DM G3, DM G5 and DM G7 and policies outlined in the Core Strategy (2011) in particular policy BE1.

- 11) Prior to commencement of the relevant part of the development hereby permitted, details of any new internal doors and screens that would be inserted into the circulation areas at ground floor level shall be submitted to and approved in writing

by the Council. The development shall only be carried out in accordance with the details hereby approved and thereafter permanently retained as such.

In order to safeguard the special architectural or historic interest of the building and its setting, in accordance with Development Management Local Plan (2013) policy DM G7, and Core Strategy (2011) policy BE1.

- 12) Prior to commencement of the relevant part of the development hereby permitted, elevation, and section drawings of any proposed replacement plant to the roof level shall be submitted and approved in writing by the council. The development shall only be carried out in accordance with the details hereby approved and thereafter permanently retained as such.

In order to ensure that the proposed development would preserve the appearance of the property, the character and appearance of the conservation area; the character, appearance, setting and special architectural and historic interest of the listed building and to preserve the settings of nearby listed buildings, in accordance with policies outlined in the Development Management Local Plan (2013) in particular policies DM G3, DM G5 and DM G7 and policies outlined in the Core Strategy (2011) in particular policy BE1.

- 13) Prior to commencement of the relevant part of the development hereby permitted, details and method statements of how the scaffolding would be fixed to the building without damaging historic fabric, and repairs to stone and brickwork if applicable, shall be submitted to and approved in writing by the council. The development shall only be carried out in accordance with the details hereby approved, and thereafter permanently retained as such.

In order to safeguard the special architectural or historic interest of the building and its setting, in accordance with Development Management Local Plan (2013) policies DM G3 and DM G7, and Core Strategy (2011) policy BE1.

- 14) Prior to demolition of the archway attached to the northern elevation of the building hereby permitted further details of the re-constructed archway, including jointing, junctions with adjacent buildings and metal gates, cleaning methods for the existing fabric and any proposed additional external changes to archway including lighting, access controls, signage shall be submitted to and approved in writing by the council. The junction details shall be at a scale of 1:20 and brick joints shall be at a scale 1:5. The development shall only be carried out in accordance with the details hereby approved and thereafter permanently retained as such.

In order to ensure that the proposed development would preserve the appearance of the property, the character and appearance of the conservation area; the character, appearance, setting and special architectural and historic interest of the listed building and to preserve the settings of the nearby listed buildings, in accordance with policies outlined in the Development Management Local Plan (2013) in particular policies DM G1, DM G3, DM G5 and DM G7 and policies outlined in the Core Strategy (2011) in particular policy BE1.

- 15) Prior to the commencement of the demolition of the stable block hereby permitted, a detailed and comprehensive photographic record of the stable block shall be

submitted to and approved in writing by the council. The agreed submission shall be lodged with the borough archives.

To ensure that there is an accurate historic record of the historic development of the site and features that are required to be lost as a result of the proposal, in accordance with Development Management Local Plan (2013) policy DM G7.

Justification for Approving the Application:

- 1) The scale, mass, bulk, and external appearance of the redevelopment is considered to be acceptable, and would be secured by conditions. The new building would complement the character of the listed building, and respect the local architectural and townscape importance and qualities of the property. The resultant harm to the significance of the listed police station would be less than substantial, and outweighed by the public benefits of the scheme, including securing the retention and viability of the original use of the building as a community facility that also contributes to the character of the conservation area. The proposed redevelopment is considered to preserve the character and appearance of this and nearby conservation areas and the special architectural and historic interest of the listed building, its setting, and the setting of nearby heritage assets. Duties in sections 16, 66 and Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 are considered to have been met. The proposal would also meet the aims of Paragraphs 129 and 132 of the NPPF, and comply with Core Strategy Policy BE1 (2011) and Policies DM G1, DM G3 and DM G7 of the Development Management Local Plan (2013).

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

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

Application form received: 23rd September 2016
Drawing Nos: see above

Policy documents: National Planning Policy Framework (NPPF) 2012
The London Plan 2016
LBHF - Core Strategy Local Development Framework 2011
LBHF - Development Management Local Plan 2013
LBHF - Planning Guidance Supplementary Planning Document
2013

Consultation Comments:

Comments from:

Dated:

Neighbour Comments:

Letters from:

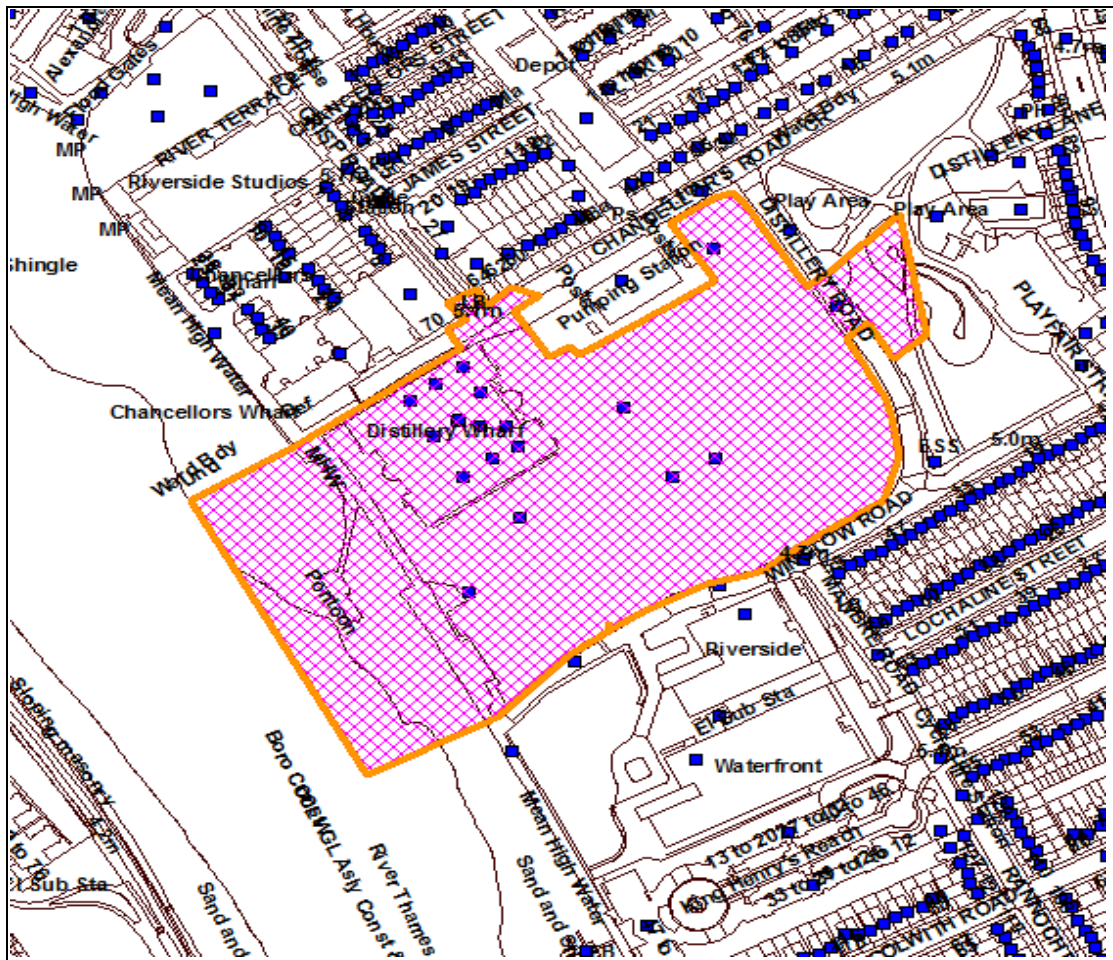
Dated:

Please see officers' joint report elsewhere on this agenda, ref: 2016/04200/FUL.

Ward: Fulham Reach

Site Address:

Hammersmith Embankment Site Known As 'Fulham Reach' Land Bounded By Chancellor's Road, Distillery Road And Winslow Road, Including Sections Of Thames Path, River Thames, Frank Banfield Park And Highway Land London W6



© Crown Copyright. All Rights Reserved. London Borough Hammersmith and Fulham LA100019223 (2013).
For identification purposes only - do not scale.

Reg. No:
2016/04748/RES

Case Officer:
Aisling Carley

Date Valid:
24.10.2016

Conservation Area:
Fulham Reach Conservation Area - Number 39

Committee Date:
08.02.2017

Applicant:

St George Developments LTD
C/O Agent

Description:

Submission of reserved matters relating to approval of landscaping and appearance details for the development of Fulham Reach buildings B2 and C comprising a mixed use development of 92 homes, 553 sqm (GIA) of ground floor commercial floorspace (Use Classes A1-A4/B1/D1/D2), landscaped open space and parking provision, pursuant to Hybrid planning permission ref: 2011/00407/COMB.

Drg Nos: 00392_B2C_1 P1, 00392_B2C_02 P1, 00392B_01 P1,00392B_02 P1, 00392B_03 P1, 00392B_04 P1, 00392B_05 P1,00392B_06 P1, 00392B_07 P1, 00392B_08 P1, 00392B_09 P1, , 00392B_10 P1, 00392B_20_DMS P1, 00392B_21_DMS P1,00392B_22_DMS P1, 00392B_23_DMS P1, 00392C_01 P1; ; 00392C_02 P1; 00392C_03 P1; 00392C_04 P1; 00392C_05 P1;00392B_11 P1, 00392B_12 P1, 00392B_13 P1,00392C_06 P1; 00392C_07 P1; 00392C_08 P1,28598-L-BLK B2C-P-90-020 P1, 28598-L-BLK-B2C-P-90-022 P1

Application Type:

Submission of Reserved Matters

Officer Recommendation:

That the application be approved subject to the condition(s) set out below:

- 1) This development hereby permitted shall be begun either within 3 years from the date of the original permission 2011/00407/COMB approved 23rd December 2011 or following the expiration of 3 years from the date of the final approval of reserved matters, whichever is the later unless otherwise agreed by the Council.

To comply with the Town and Country Planning Act 1990 (as amended) and to give additional flexibility in the form of extra time and to provide long term certainty to allow the development to proceed without seeking renewals to the permission.

- 2) The development shall not be erected otherwise than in accordance with the following approved drawings:

Building B2 and C Plans

00392_B2C_1 P1, 00392_B2C_02 P1, 00392B_01 P1, 00392B_02 P1, 00392B_03 P1, 00392B_04 P1, 00392B_05 P1, 00392B_06 P1, 00392B_07 P1, 00392B_08 P1, 00392B_09 P1, 00392B_10 P1, 00392B_20_DMS P1, 00392B_21_DMS P1, 00392B_22_DMS P1, 00392B_23_DMS P1, 00392C_01 P1; 00392C_02 P1; 00392C_03 P1; 00392C_04 P1; 00392C_05 P1;

Building B2 and C Elevations and Sections:

00392B_11 P1, 00392B_12 P1, 00392B_13 P1, 00392C_06 P1; 00392C_07 P1; 00392C_08 P1;

Building B2 and C Landscape Information:

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

- 3) The development hereby permitted shall not commence on Buildings B2 and C prior to the submission and approval in writing by the Council of details in plan, section and elevation (at a scale of not less than 1:20) of typical bays, including details of cladding, fenestration, balconies and entrances, and no part of the development shall be used or occupied prior to the completion of that part of the development in accordance with the approved details.

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

- 4) Prior to the commencement of development of Building B2 and C above ground level, details of proposed privacy screens to be applied to the balconies to mitigate internal overlooking within Building B2 and C including full plan detail and material samples, shall be submitted to and approved in writing by the Council. Development shall proceed in accordance with the approved measures, and they shall be retained thereafter.

In order to ensure there is no loss of privacy or overlooking to the occupiers of neighbouring residential occupiers, in compliance with Policy DM A9 and DM G1 of the Development Management Local Plan 2013 and SPD Housing Policy 8 of the Planning Guidance Supplementary Planning Guidance 2013.

- 5) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any Order revoking or re-enacting that Order with or without modification), no aerials, antennae, satellite dishes or related telecommunications equipment shall be erected on any external part of the approved buildings, without planning permission first being obtained.

In order to ensure that the Council can fully consider the effect of telecommunications equipment upon the appearance of the building in accordance with Policy BE1 of the Core Strategy 2011 and Policies DM G1 and DM G7 of the Development Management Local Plan 2013.

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

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

- 7) No alterations shall be carried out to the external appearance of the building, including the installation of air-conditioning units, ventilation fans or extraction equipment not shown on the approved drawings, without planning permission first

being obtained. Any such changes shall be carried out in accordance with the approved details.

To ensure a satisfactory external appearance and to prevent harm to the amenities of the occupiers of neighbouring residential properties, in accordance with Policy BE1 of the Core Strategy 2011 and Policies DM G1 and G7 of the Development Management Local Plan 2013.

- 8) No plumbing, extract flues or pipes, other than rainwater pipes shall be fixed on the external elevations of the development hereby approved, unless otherwise agreed in writing by the Council.

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

- 9) Any tree or shrub planted pursuant to approved landscape details that is removed or severely damaged, dying or becoming seriously diseased within 5 years of planting shall be replaced with a tree or shrub of similar size and species to that originally required to be planted.

To ensure a satisfactory provision for planting, in accordance with Policy DM E4 of the Development Management Local Plan 2013.

Justification for Approving the Application:

- 1) 1. Land use: The principle of a residential led development has been established by the Hybrid planning permission (2011/00407/COMB), granted 23rd December 2011). The overall quantum of development would accord with the policy requirement to optimise the use of the site and the dwelling mix and affordable housing provision would accord with policy guidance and the Hybrid application permission. Similarly, the commercial floorspace would also provide for leisure and services to meet the needs of future occupiers in accordance with the hybrid permission. The proposed development therefore accords with the NPPF (2012), Policy 3.3 of the London Plan (March 2015), Core Strategy (2011) Policies H1, H2, H3, H4, HTC 3, Policies DM A3 and DM B1 of the Development Management Local Plan 2013 and SPD Housing Policy 1 and 3 of the Planning Guidance SPD (2013).
2. Design: The proposed development would be a high quality development which would make a positive contribution to the urban environment in this part of the Borough and considered suitable in relation to the sites location and context. The development would therefore be acceptable in accordance with the NPPF (2012), London Plan (March 2015) Policies 7.1, 7.2, 7.3, 7.4, 7.5, 7.6 and 7.7, Core Strategy (2011) Policies BE1 and RTC 1 and Policies DM F1, DM F2, DM E4, DM G1, DM G6, and DM G7 of the Development Management Local Plan 2013 and SPD Design Policies 44 and 48 which seek a high quality in design and architecture, requiring new developments to have regard to the pattern and grain of existing development.
3. Landscaping: The proposed development would provide an accessible and inclusive urban design that integrates good design, quality public realm,

landscaping and land use to help regenerate the site and surrounds, with improved linkages to the river and riverside walk. The development would therefore be acceptable in accordance with the NPPF (2012), London Plan (March 2015) Policies 7.1, 7.2, 7.3, 7.4, 7.5 and 7.6, Core Strategy (2011) Policies BE1 and Policy RTC1 and Policies DM E1, DM E2, DM E4, DM F1, DM F2, DM G1 and DM G6 of the Development Management Local Plan 2013.

LOCAL GOVERNMENT ACT 2000 LIST OF BACKGROUND PAPERS

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

Application form received: 21st October 2016
Drawing Nos: see above

Policy documents: National Planning Policy Framework (NPPF) 2012
The London Plan 2016
LBHF - Core Strategy Local Development Framework 2011
LBHF - Development Management Local Plan 2013
LBHF - Planning Guidance Supplementary Planning Document
2013

Consultation Comments:

Comments from:	Dated:
Natural England	10.11.16
Historic England London Region	07.11.16
Sport England	14.11.16
Port Of London Authority	18.11.16
Greater London Archaeology Advisory Service	01.12.16
Historic England London Region	01.12.16

Neighbour Comments:

Letters from:	Dated:
26 Chancellor's Road London W6 9RS	18.11.16
Chancellor's Road London W6 9RS	21.11.16
25a, Parfrey street London W6 9EW	15.11.16
26 Chancellor's Road London W6 9RS	26.11.16

OFFICERS' REPORT

1.0 BACKGROUND

Site Description and Surrounding Area

1.1 The application relates to Block B2 and Block C which forms the final phase of the Fulham Reach Riverside redevelopment.

1.2 The main site measures 2.93 hectares and is bound to the north by Chancellors Road, to the south by Winslow Road, to the east by Distillery Road and to the west by the River Thames. In terms of neighbouring land uses, the site is adjacent to a mix of office and residential development to both the north and south, an area of landscaped open space (Frank Banfield Park) to the east and River Thames to the west. The site is near the Hammersmith Town Centre (designated as a Major Centre in the London Plan 2011) located to the north.

1.3 Building A (Distillery Wharf) is completed, as is the Phase 2 development of Building B1. The residential units of Building G are occupied whilst the commercial use will be occupied Spring 2017. Works are also moving forward on Building F1 and excavation works have started for Building H.

Heritage Context and Land-Use Designation

1.4 The site is located within the Fulham Reach Conservation Area and land further to the north of the site is within the Hammersmith Odeon Conservation Area. The Grade II* Listed Hammersmith Bridge is located 220m from the application site. The land on the southern side of the Thames facing the site is within the Castelnau Conservation Area and the former Harrods Depository building is Grade II listed. The site is located within the Fulham Reach ward which has informed the name of the development.

1.5 The site is not the subject of any specific land use designation in the Development Management Local Plan 2013 but is within an identified Archaeological Priority Area and the subject of a site specific designation in the adopted Core Strategy (October 2011) - Strategic Policy HTC (Hammersmith Town Centre and Riverside) sets out the intention to encourage the regeneration of the town centre and linked Thames riverside area. The application site is identified as the Hammersmith Embankment former office site within Area 3 of the HTC policy framework.

1.6 The site is also located within the Thames Policy Area, the Blue Ribbon Network, and Environment Agency Flood Zone 3a.

Relevant Planning History

1.7 There is an extensive planning history of the site, most of which is detailed in the officer's report to the Planning Committee in relation to the Hybrid Planning Application Ref: 2011/00407/COMB (dated 14th September 2011).

1.8 Planning permission was granted for the Hybrid planning application (part outline/part detailed) on the 23rd December 2011, subject to completion of a S106 legal agreement and referral to the GLA. The application comprised a mixed use development of the site to provide; 744 residential units, ancillary residents' gym, and pool; 3,823 sqm. of commercial floor space (Use Classes A1-A4, B1, D1 and D2); 440 sqm. boat storage facility and ancillary boat club facilities (Use Class B1/A4/D1/B8); comprising 8 blocks (ranging from 3 to 9 storeys in height); basement level parking for 470 cars, 44 motorcycles and 956 bicycles; a pontoon extending into the Thames River; landscaped open space; works to the Thames Path; new site access arrangements; alterations to the public highway and realignment of access routes through Frank Banfield Park and Park boundary treatment; (Approval sought for Access, Layout and Scale, with matters of Landscaping and Appearance reserved for later determination). Plus; Full details (Access, Layout, Scale, Appearance, Landscaping) for Phase 1;

comprising 138 residential units; 1,169 sqm. of commercial floor space (Use Classes A1-A4, D1 and D2) and 440 sqm. boat club/storage facility (Use Classes B1/A4/D1/B8) within an 8 storey building, with podium level private amenity space (Block A); Thames Path works; Thames River Pontoon; vehicle access to basement parking level off Chancellor's Road and landscaping. Matters relating to: servicing; parking; unit sizes; and, existing residential amenities have been addresses in the substantive hybrid application approved on 23rd December 2011, as have reserved matters relating to access, layout, and scale.

1.9 A non-material amendment application (2012/01198/NMAT) was approved on the 9th May 2012 for amendments to the configuration of Building B. A reserved matters application followed this, (2012/01811/RES) approved on the 20th September 2012 and secured approval for external appearance and landscaping details for Building B. This phase of the development included 167 new homes (938sqm GIA) of ground floor commercial floor space (use classes A1-A4/B1/D1/D2), landscaped open space and parking provision. Block B1 and Block B2 were approved under 2012/01811/RES, however, Block B2 remains an unbuilt section.

1.10 A non-material amendment application (2016/03846/NMAT) was approved on 21st September 2016 for amendments to the internal configuration of Building B2 for changes to the mix of units, 2 bedrooms to be reduced from 45 to 28, 1 bedroom to be increased from 9 to 16 and 3 bedrooms to be increased from 7 to 17.

1.11 A non-material amendment application (2016/03598/NMAT) was approved on 27th November 2016 for an increase in the overall AOD height and amended footprint relative to Building C and a slight adjustment to the building footprint at Building B2.

Application Description

1.12 This application seeks reserved matters approval for Buildings B2 and C of the Hybrid planning permission 2011/00407/COMB. Matters relating to: servicing; parking; unit sizes; and, existing residential amenities have been addresses in the substantive hybrid application approved on 23rd December 2011, as have reserved matters relating to access, layout, and scale. This report deals solely with external appearance and landscaping of the proposed buildings B2 and C in accordance with Condition 2 of the Hybrid permission which states:

"No phase of the development, other than Phase 1 as defined by the application hereby approved, shall commence until all of the following reserved matters, which were not specified in the outline application, have been submitted to and approved in writing by the Council for that phase:

- (a) Appearance of the development
- (b) Landscaping of the development."

1.13 The current application includes details of an updated and revised indicative landscape masterplan. Approval for the final landscape details in accordance with the revised masterplan will be secured separately via the submission of details pursuant to Condition 41 (landscaping) of the hybrid permission 2011/00407/COMB.

1.14 The delivery of this phase of Fulham Reach is dependent upon the completion of the Thames Tideway project. Thames Water required an area of the Fulham Reach site

in order to deliver their works in connection with the Thames Tideway Tunnel (TTT) a major 25km new sewer that will help tackle the problem of overflows from London's Victorian sewers and protect the River Thames from pollution. Thames Water identified the Hammersmith Pumping Station as a suitable location for a Combined Sewer Overflow (CSO) shaft, as part of the Thames Tideway project. An agreement was entered into between the applicant and Thames Water to facilitate this, and Tideway (on behalf of Thames Water) took possession of that part of the application site in September 2016. Works are currently anticipated to complete in 2019, at which point this part of Fulham Reach will be returned to the applicant, who will then be in a position to deliver Buildings B2 and C.

2.0 PUBLICITY AND CONSULTATIONS

2.1 Site and press notices advertised the application, approximately 1600 consultation letters were also sent to neighbouring properties.

2.2 Four representations were received. The reasons for objections can be summarised as follows:

- Fulham Reach Development has caused major disruption to residents;
- Noise and Disturbance from building works;
- Scale and massing of development;
- Townhouses do not reflect character and appearance of area;

2.3 The applicants had pre application discussions with officers in relation to the proposed design for Blocks B2 and C prior to submission.

2.4 The applicants held a planning exhibition on the 29th November 2016 for which 15 residents attended. Feedback is recorded as follows:

Feedback on Building C

- much praise for the design of the townhouses and that it felt like a street.
- clarification was sought regarding provision of garden space, location of parking, cycle storage and the predicted price.

Feedback on Building B2

- generally positive feedback on design with two design objections

3.0 PLANNING CONSIDERATIONS

3.1 The main planning considerations for this reserved matters application in light of the NPPF, London Plan and the Council's adopted Core Strategy and Development Management Local Plan 2013 and the Planning Guidance Supplementary Planning Document 2013 is the acceptability of the proposal in terms of detailed design and external appearance and landscaping.

Detailed Design and External Appearance

3.2 In respect of design, among the core planning principles of the NPPF are that development always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings. Paragraph 58 of the NPPF requires planning decisions to ensure that development will function well and add to the

overall quality of the area, to respond to local character and history and reflect the identity of local surroundings and materials while not preventing or discouraging appropriate innovation, and that developments are visually attractive because of good architecture and appropriate landscaping. Regarding the historic environment, the NPPF promotes the conservation of heritage assets and requires local authorities in determining applications to consider the desirability of new development making a positive contribution to local character and distinctiveness. Section 72 of the Planning [Listed Buildings and Conservation Areas] Act 1990 requires that special attention should be paid in the exercise of planning functions to the desirability of preserving or enhancing the character or appearance of a conservation area.

3.3 Furthermore proposals should conserve heritage assets in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of this and future generations. London Plan Policy 7.1, 7.2, 7.4, 7.5, 7.6 and 7.7 requires all new development to be of high quality that responds to the surrounding context and improves access to social and community infrastructure contributes to the provision of high quality living environments and enhances the character, legibility, permeability, and accessibility of the surrounding neighbourhood. Policy 7.8 D states that development affecting heritage assets and their settings should conserve their significance by being sympathetic to their form, scale, materials, and architectural detail.

3.4 Core Strategy Policy BE1 (Built Environment) states 'that all development within the borough, including in the regeneration areas should create a high quality urban environment that respects and enhances its townscape context and heritage assets. There should be an approach to accessible and inclusive urban design that considers how good design, quality public realm, landscaping and land use can be integrated to help regenerate places.' Policy DM G1 of the DM LP 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. Policy RTC1 requires high standards of design on both riverside and canal side sites, with improved linkages to the river and riverside walk.

3.5 Policy DM G7 of the DM LP states 'the Council will aim to protect, restore, or enhance the quality, character, appearance and setting of the borough's conservation areas. The justification continues that 'new development should have a good relationship with the character of the surrounding historic environment.' This policy is supported by SPD Design Policy 44 and 48, where new buildings must be carefully conceived to achieve harmonious relationship with their neighbours. New buildings should contribute to the visual quality of the area, and preserve or enhance the character and appearance of the area. The scale, proportion, massing, height, alignment and use of materials must be carefully conceived along with the finer grain detailing to achieve a harmonious relationship with neighbouring buildings.

3.6 Policy DM G6 recognises the importance of the views from Hammersmith Bridge.

3.7 Strategic Policy HTC 3 (Hammersmith Town Centre and Riverside) states that development should be designed to:

- Take account of the local context and setting;
- Enable access to the riverside from the surrounding area, and from the town centre; and,

- Provide a mix of largely street based housing consisting of single houses with gardens, and maisonettes and flats in mansion blocks with gardens or shared amenity space.

3.8 Policy DM F1 (Access to the Thames riverside and foreshore) and Policy DM LP F2 (The design and appearance of development within the Thames Policy Area) build on the abovementioned policies.

3.9 The Thames Strategy (2002) explains that this part of the Fulham Reach and Barn Elms Character Reach has a `lack of visual interest, and states that the development of the Fulham Reach site should `create a direct visual and physical link between Fulham Palace Road and the River.'

3.10 The site lies within the Fulham Reach Conservation area and Thames Policy area occupying a highly prominent riverside location.

3.11 The applicants have adopted and established (through the hybrid permission), a range of building typologies to be used across the development to reflect their location on site, their use and immediate context. These include a warehouse type, an urban block, a terrace, a crescent block, and contemporary typology, detailed with the submitted Design and Access Statement.

3.12 Several design principles were also agreed for Buildings B2 and C within the hybrid application, and have been retained by this application. These include:

- Building B2 as a gateway building to the development;
- Building B2 facing Frank Banfield Park;
- Building C terrace of townhouses responding to Frank Banfield Park and Chancellor's Road;
- Building C responding to surrounding terraced housing;
- Private space to the garden within Building B2;
- Public space to front of buildings;
- Mixed uses to the ground floor of Building B2.

3.13 Similarly, the proposed, massing and scale of Buildings B2 and C will be delivered in accordance with the design parameters established at the hybrid application stage whereby 'Block B would have a linear form that would extend along the site boundary with the Pumping Station from the rear of Block A to the eastern site boundary. Block B would rise from seven storeys where it fronted onto Frank Banfield Park to a maximum of nine storeys. Block C would extend from the eastern end of Block B to Chancellors Road, along the eastern boundary of the Pumping Station. This four storey Block would be divided into town houses.'

Building B2

3.14 Buildings B and D were originally designed as 'book ends' or 'gateway blocks' to the Main Boulevard providing the main pedestrian linkage through the site and connecting the relocated entrance to Frank Banfield Park with the new riverside walk. Building B2 is an urban block responding to Frank Banfield Park and accentuating the corner to the Main Boulevard.

3.15 The proposed primary material will be brick with stone colour material creating frames around the openings. The brick will be linear and create order and rhythm providing a horizontal appearance. A secondary stone colour material is proposed in the recessed bay elements. The proposed materials align with the current materials on the built development. The top floors will be set back from the main brick buildings and will be treated with a lighter material of glazing or stone colour material to create a lightweight aesthetic.

3.16 The fenestration arrangement has been altered to reflect the rhythm and articulation of Building D. The ground floor space facing the main boulevard and Frank Banfield Park will accommodate the commercial spaces. Large openings with stone surrounds will highlight entrances and create an active frontage, encouraging activity at all times of the day ensuring a safe environment to the development. A private garden for residents of Building B2 will be provided at ground level. Balconies and roof terraces on Building B2 will provide residents with further amenity space and views of Frank Banfield Park and Hammersmith.

3.17 Officers consider Building B2 helps provide an entrance gateway to the development. The design and appearance of Block B2 reflects the overall design and appearance of the Fulham Reach development. The materials are considered appropriate and the fenestration reflects the rhythm and articulation of the adjacent Building D.

Building C

3.18 Building C comprises of four townhouses which have been designed to complement the traditional architectural aesthetic and brick material of Block E forming a 'set piece elevation' along the Frank Banfield Park view.

3.19 Building C was originally designed to address the location in a traditional London manner, forming terraces of town houses with a prominent street frontage and small set back garden spaces, contained by railings and clipped hedgerows. The scale of these terraced townhouses relates to the terraces houses along Chancellor's Road and Frank Banfield Park. The proposed design retains these design principles approved at hybrid stage.

3.20 This proposal includes altering the appearance of Building C to form a more cohesive building mass. Each townhouse has been designed as clearly defined plots with each town house having a base, middle and top highlighted through material and fenestration variances.

3.21 Each townhouse is separated in three sections through proportioned windows creating a vertical emphasis on the central two floors. The treatment to the gable end will emphasise the important corner junction of Distillery Road and Chancellor's Road facing onto Frank Banfield Park and adjacent terrace houses.

3.22 The proposed primary material will be brick with a stone base. Stone banding and stone surrounds provide high quality detailing. Private courtyard gardens and terraces for residents of Building C will be provided at ground and first floor level create private amenity space. Balconies on the first and second floor will provide residents with further amenity and views of Frank Banfield Park.

3.23 Overall, Building C has a reduced height of four storeys which is sympathetic to the three storey height of nearby Building E. When combined together, Blocks C and E contribute to a 'set piece elevation' either side of the gateway buildings B and D along the frontage of Frank Banfield Park. The scale of the proposed Block C of terraced townhouses is sympathetic to scale of the existing terrace houses along Chancellor's Road.

Landscaping

3.24 The proposed landscaping details for Buildings B2 and C are intended to build on the principles established at the hybrid stage. The landscaping setting for the proposed buildings is focused on four key areas; Building B2 streetscape, Building B2 communal garden, Building C streetscape and Building C courtyards and terraces.

Building B2 Streetscape:

3.25 The principles of the landscape stem from the wider masterplan concepts set out in the hybrid application, which aims to connect the busy centre of Hammersmith through the new Fulham Reach development towards the River Thames with a high quality public realm. The new public streetscape will connect in the existing development whilst maintaining views and free pedestrian flow along the street.

The key public realm landscape objectives are to:

- Create a gateway to the Fulham Reach development;
- Allow and encourage pedestrian permeability to draw people into the site;
- Establish a unique sense of place suitable to the size and setting of the buildings;
- Provide a variety of adaptable spaces and introduce soft landscaping within the urban context;
- Provide a variety of adaptable spaces and introduce soft landscaping within an urban context;
- Introduce playable elements within the streetscape to broaden the variety of informal play experiences for users.
- Address the need for ground commercial frontages, and the potential for out-side dining and shop interfaces.

3.26 Officers consider that the proposed materials are of high quality materials and furniture will be used to compliment the colours and texture of the building architecture. Areas of soft landscape and a number of street trees will enhance biodiversity and help break up the hard landscape by forming shade and natural resting areas.

3.27 The Boulevard is the heart of the site consisting of mixed uses and activities. The space contains public art as well as soft landscaping. A view of the Thames from the Boulevard encourages movement towards the riverfront. A new pedestrian crossing at Distillery Road will be designed as a shared continuous surface and where appropriate traffic will be managed at the top of the Boulevard using drop down steel bollards.

3.28 The landscape design of the Boulevard has been carefully considered creating a high quality public realm reflective of the key objectives of the Fulham Reach development.

Building B2 Communal Garden

3.29 The communal garden has been designed with the following concept:

- Create a communal courtyard with a calming character;
- Provide a relaxing outdoor amenity and a view for the inward looking units;
- Separate the privately owned terraces from the communal area.

3.30 The courtyard will be a sheltered space with access solely for residents, designed to be viewed from above with the use of light coloured, high quality materials. The space will be paved in cream coloured paving flags. The vertical planters and wall faces will be clad in a matching colour with the textured finish to contrast with the floor material. The water feature provides a visual focus when entering the courtyard from the shared entrance. The courtyard will consist of lush shade planting which separates the communal courtyard from the private terraces. Additional planting provides a green buffer against the existing walled boundary adjacent to the pumping station. Further privacy is achieved using a slatted timber screen atop the boundary wall. Seating niches will be provided.

Building C Streetscape:

3.31 The streetscape in front of the townhouses will consist of front gardens to the townhouses and the pavement. The front gardens will be formal in appearance, mirroring the existing front gardens in the immediate vicinity. The boundary of the front gardens will consist of a low stone clad wall with metal railings. Gated entrances will be marked either side, with stone clad columns that will provide opportunities for lighting. Free standing planters with large specimen plants will help green the street frontage.

Building C Courtyards and Terraces:

3.32 The private garden rooms and terraces to the townhouses have been de-signed with the following concept:

- The garden courtyards will have an inside/outside feel, with the same floor materials used in the kitchen and the outside garden room;
- Garden mirrors will bounce light into the garden rooms that are bounded by high walls;
- Boundary walls will be greened using climbing plant species;
- First floor terraces will be screen from neighbouring properties by pergolas.

3.33 A spiral staircase will lead up to the first floor terrace from ground level. The terraces will be decked in timber with free standing planters placed along the walls providing a soft edge. A timber and metal pergola will provide shade and privacy above the outdoor dining room. Feature lights will be used on the boundary walls of both the terrace and garden room.

SUMMARY

3.34 Overall the submitted external appearance and landscaping details for Buildings B2 and C have been developed within the context of the approved scheme parameters and the principles established at the hybrid stage. The details would contribute to a high quality development which would make a positive impact on the urban environment in this part of the Borough, linking the River Thames to the Hammersmith Town Centre. The submitted details would 'knit together' the design of the approved hybrid scheme

with the public realm. Officers note that approval for the final landscape details in accordance with the revised wider masterplan will be secured separately via the submission of details pursuant to Condition 41 of the hybrid permission 2011/00407/COMB.

SECTION 106 AGREEMENT

3.35 There are no section 106 contributions relating to this application as these were secured by the hybrid permission and extend the funding of the soft landscaping maintenance of Frank Banfield Park. Officers are satisfied the landscaping proposal consistent with the Hybrid permission and will contribute to regeneration of the area through high quality landscaping and design, and enhancement of visual and physical links through the site to the river.

4.0 CONCLUSION and RECOMMENDATION

4.1 The proposals address the context set by the approved hybrid permission 2011/00407/COMB and are sympathetic to the character of the existing surrounding area and would make a positive visual contribution as part of the wider Fulham Reach development.

RECOMMENDATION

4.2 The development is recommended for approval, subject to conditions.