

London Borough Of Hammersmith & Fulham

Planning Applications Committee

Agenda for 9th January 2018

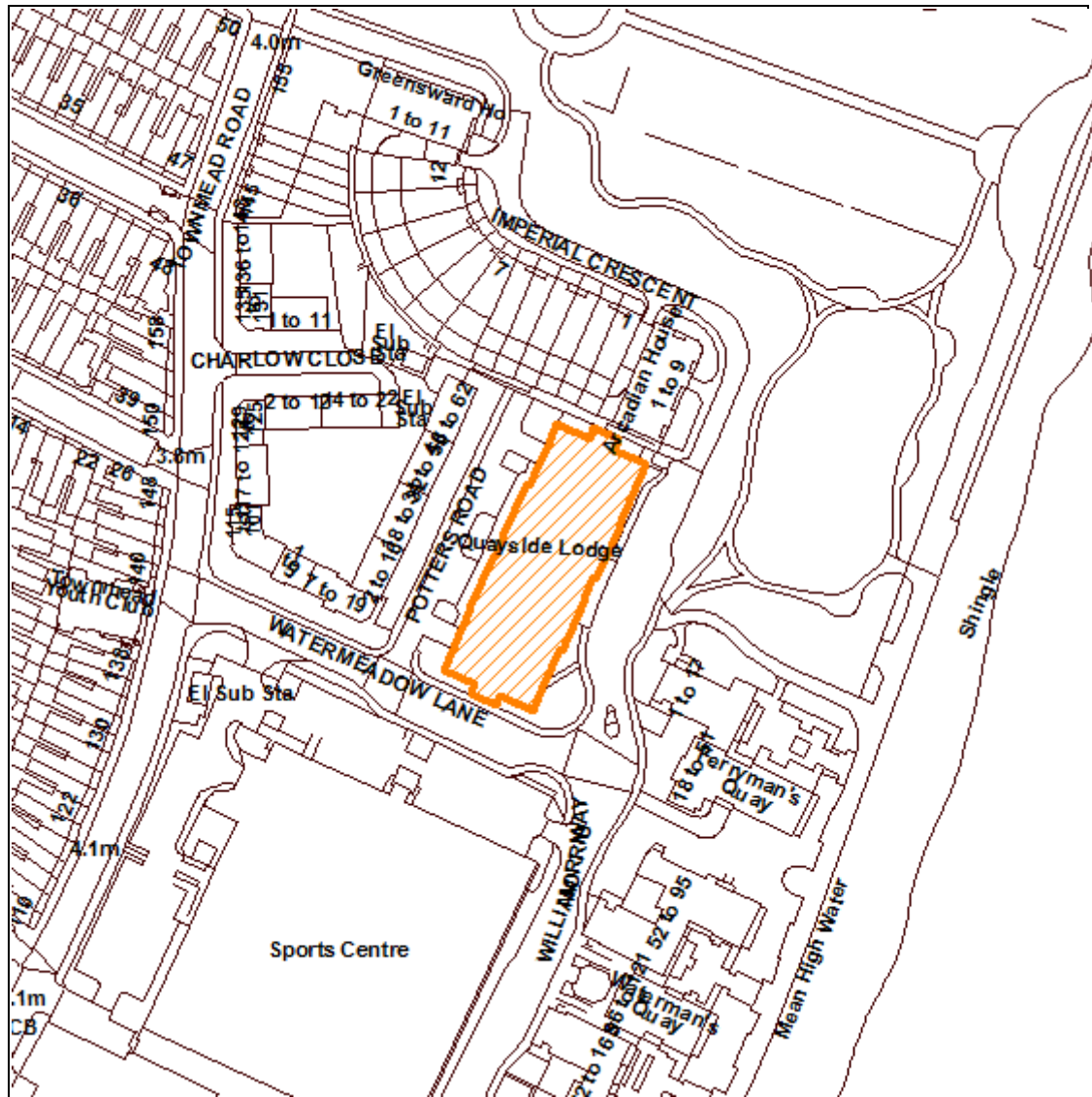
Index of Applications, Enforcement Actions, Advertisements etc.

WARD: REG NO:	SITE ADDRESS:	PAGE:
Sands End 2017/03561/FUL	Quayside Lodge William Morris Way London SW6 2UZ	8
Fulham Broadway 2017/03700/FUL	Fulham North Area Housing Office Clem Attlee Court Lillie Road London SW6 7RX	64
Munster 2017/02885/FUL	261 - 267 Lillie Road London SW6 7LL	128
Hammersmith Broadway 2017/01901/FUL	Land To The Rear Of 2 Iffley Road, And Land To The South And To The Rear Of 1-11 Southerton Road London	159
Wormholt And White City 2017/04222/FUL	13 Aldbourne Road London W12 0LW	194

Ward: Sands End

Site Address:

Quayside Lodge William Morris Way London SW6 2UZ



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

Reg. No:
2017/03561/FUL

Case Officer:
Sally Prowd

Date Valid:
18.09.2017

Conservation Area:
Sands End Conservation Area - Number 41

Committee Date:
09.01.2018

Applicant:

Quayside Lodge Ltd
C/O Agent

Description:

Redevelopment to create a ten storey (with basement) building providing flexible office floorspace (Class B1) at ground floor level and 110 private and affordable residential units across the upper floors (Class C3). Secure basement car and cycle parking and refuse storage provided at basement level accessed from a ramp on William Morris Way. Associated landscaping works to William Morris Way and Potters Road.
Drg Nos: Refer to Condition 2

Application Type:

Full Detailed Planning Application

Officer Recommendation:

- 1) Subject to there being no contrary direction from the Mayor for London that the Committee resolve that the Director for Regeneration, Planning and Housing Services be authorised to determine the application and grant permission upon the completion of a satisfactory legal agreement and subject to the conditions listed below;**
 - 2) To authorise the Director for Regeneration, Planning and Housing Services after consultation with the Director of Law and the Chair of the Planning and Development Control Committee to make any minor changes to the proposed conditions or heads of terms of the legal agreement, any such changes shall be within their discretion.**
- 1) The development hereby permitted shall not commence later than 3 years from the date of this decision

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 approved drawings numbers:

Dwgs: 10334-T-00; 1099-ZB1-03, 1100-Z00, 1101-Z01-03, 1102-Z02, 1102-Z03, 1103-Z03, 1104-Z04-03, 1105-Z05-03, 1106-Z06-03, 1107-Z07-03, 1108-Z08-03, 1109-Z09-03, 1110-Z10-03, 1120-ZAA, 1121-ZBB, 1122-ZCC, 1123-ZDD, 1130-ZEA, 1131-ZWE, 1132-ZSO, 1133-ZNO, EPR-00-SC-0702.

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 Hammersmith and Fulham Core Strategy (2011) and Policy DM G1 and DM G7 of the Development Management Local Plan (July 2013).

- 3) The development shall not commence (excluding site clearance and demolition) until particulars and samples (where appropriate) of all the materials to be used in all external faces of the buildings; including details of the colour, composition and texture of the metal and stone work; details of all surface windows; balustrades to roof terraces; roof top plant and general plant screening; shop front treatments, including window opening and glazing styles and all external hard surfaces including paving, have been submitted and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the details as approved and thereafter permanently retained in this form.

To ensure a satisfactory external appearance and to prevent harm to the street scene and public realm, in accordance with Policies 7.1 and 7.6 of the London Plan, Policy BE1 of the Hammersmith and Fulham Core Strategy (2011), Policies DM G1 and DM G7 of the Development Management Local Plan (July 2013) and SPD Design Policy 44 of the Planning Guidance Supplementary Planning Document (July 2013).

- 4) The development shall not commence (excluding site clearance and demolition) until detailed drawings at a scale not less than 1:20 (in plan, section and elevation) of typical sections/bays particularly those with curved windows, have been submitted and approved in writing by the Local Planning Authority. These shall include details of the proposed cladding, fenestration (including framing and glazing details), balustrades (including terraces), entrances and roof top plant and plant screening. The development shall be carried out in accordance with the details as approved and thereafter permanently retained in this form.

To ensure a satisfactory external appearance and to prevent harm to the street scene and public realm, in accordance with Policies 7.1 and 7.6 of the London Plan, Policy BE1 of the Hammersmith and Fulham Core Strategy (2011) and Policies DM G1 and DM G7 of the Development Management Local Plan (July 2013).

- 5) No development shall commence until a scheme for temporary fencing and/or enclosure of the site has been submitted to and approved in writing by the Local Planning Authority, and the temporary fencing and/or enclosure has been erected in accordance with the approved details. The temporary fencing and/or enclosure shall thereafter be retained for the duration of the demolition and building works in accordance with the approved details. No part of the temporary fencing and/or enclosure of the site shall be used for the display of advertisement hoardings.

To ensure a satisfactory external appearance and to prevent harm to the street scene and public realm, in accordance with Policies 7.1 and 7.6 of the London Plan, Policy BE1 of the Hammersmith and Fulham Core Strategy (2011) and Policies DM G1 and DM G7 of the Development Management Local Plan (July 2013).

- 6) The development shall not commence until a Demolition Management Plan and a Demolition Logistics Plan have been submitted to and approved in writing by the Council. These shall include details of the proposed control measures for dust, noise, vibration, lighting, delivery locations, restriction of hours of work and all associated activities audible beyond the site boundary to 0800-1800hrs Mondays to Fridays and 0800-1300hrs 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. The details shall also include the numbers, size and routes of demolition 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. Details regarding tree protection should also be included. The Demolition Management Plan and Demolition Logistics Plan shall be implemented in accordance with the approved details throughout the relevant project period.

To ensure that appropriate steps are taken to limit the impact of the proposed demolition works on the operation of the public highway, the amenities of local residents and the area generally, in accordance with policies 5.18, 5.19 and 7.14 of the London Plan (2016), policy CC1, CC4 and T1 of the Hammersmith and Fulham Core Strategy (2011), policies DM H1, DM H2, DM H5, DM H8, DM H9, DM H11, DM J1 and DM J6 of the Development Management Local Plan (July 2013) and SPD Amenity Policy 26 of the Planning Guidance Supplementary Planning Document (July 2013).

- 7) The development hereby permitted shall not commence (excluding site clearance and demolition) until a Construction Management Plan and a Construction Logistics Plan have been submitted to and approved in writing by the Local Planning Authority. These shall include details of the proposed control measures and monitoring for dust, noise, vibration, lighting, delivery locations, restriction of hours of work and all associated activities audible beyond the site boundary to 0800-1800hrs Mondays to Fridays and 0800-1300hrs 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. The details shall also include the numbers, size and routes of construction vehicles, any vehicle holding areas and access arrangements, delivery locations on the site, details of a Low Emission Vehicle Strategy, 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. The Construction Management Plan and Construction Logistics Plan shall be implemented in accordance with the approved details throughout the relevant project period.

To ensure that appropriate steps are taken to limit the impact of the proposed construction works on the operation of the public highway, the amenities of local residents and the area generally, in accordance with policies 5.18, 5.19 and 7.14 of the London Plan, policies CC1, CC4 and T1 of the Hammersmith and Fulham Core Strategy (2011), policies DM H1, DM H2, DM H5, DM H8, DM H9, DM H11, DM J1 and DM J6 of the Development Management Local Plan (July 2013) and SPD Amenity Policy 26 of the Planning Guidance Supplementary Planning Document (July 2013).

- 8) No part of the development hereby approved shall be used or occupied until a basement layout plan showing the provision of 10% of car parking spaces designated as blue badge parking spaces have been submitted to and approved in writing by the Local Planning Authority. These accessible parking spaces shall be

permanently retained for the life of the development for use by disabled residents and visitors.

To ensure the satisfactory provision and retention of disabled car parking facilities, in accordance with policy 6.13 and 7.2 of the London Plan and policies DM J2 and DM J4 of the Hammersmith and Fulham Development Management Local Plan (July 2013) and SPD Transport Policy 10 of the Planning Guidance Supplementary Planning Document (July 2013).

- 9) The development shall not commence (excluding site clearance and demolition) until details of the installation of electric vehicle charging points within the car parking area, including location and type, have been submitted to and approved in writing by the Local Planning Authority. The electric vehicle charging points should comprise at least 20% of the total number of car parking spaces provided on site and shall be active electric vehicle charging points; a further 20% of the total number of car parking spaces provided on site shall be passive. The approved electric vehicle charging points shall be installed and retained in working order for the lifetime of the development. The use of the electric vehicle charging points will be regularly monitored via the Travel Plan and if required the further 20% passive provision will be made available.

To encourage sustainable travel in accordance with policies 5.8, 6.13 and 7.2 of the London Plan, policies CC1 and T1 of the Hammersmith and Fulham Core Strategy (2011), policy DM J2 of the Development Management Local Plan (July 2013) and SPD Transport Policies 3 and 5 of the Planning Guidance Supplementary Planning Document (July 2013).

- 10) No part of the development hereby approved shall be occupied or used prior to the provision of the cycle storage arrangements (214 spaces), as indicated on the approved drawings and set out within the submitted Transport Assessment, to serve the development have been fully provided and made available to visitors, staff and residents. These storage facilities shall be permanently retained thereafter in accordance with the approved details.

In order to promote alternative, sustainable forms of transport, in accordance with Policy 6.9, 6.13 and Table 6.3 of the London Plan, policy T1 of the Hammersmith and Fulham Core Strategy (2011) and Policy DM J5 of the Development Management Local Plan (July 2013).

- 11) No part of the development hereby approved shall be occupied or used until a Car and Cycle Parking Management Plan has been submitted to and approved in writing by the Local Planning Authority. The development shall not be operated otherwise than in accordance with the Car & Cycle Parking Management Plan as approved and shall thereafter be permanently retained in this form.

To ensure an appropriate level, mix and location of car and cycle parking is achieved for the development and that management arrangements are in place to control its allocation and use in accordance with Policies 5.2, 5.18, 5.19, 5.21, 6.3, 7.14 and 7.15 of the London Plan, policies CC1, CC4 and T1 of the Hammersmith and Fulham Core Strategy (2011), policies DM H1, DM H2, DM H5, DM H7, DM H8, DM H9, DM H10, DM H11, DM J1 and DM J6 of the Development

Management Local Plan (July 2013) and SPD Transport Policies of the Planning Guidance Supplementary Planning Document (July 2013).

- 12) No part of the development shall be occupied prior to the provision of the refuse storage enclosures, as indicated on the approved drawings and shall include provision for the storage of recyclable materials. All the refuse/recycling generated by the development hereby approved shall be stored within the approved areas and shall be permanently retained thereafter in accordance with the approved details.

To ensure the satisfactory provision of refuse storage and recycling and to prevent harm to the street scene arising from the appearance of accumulated rubbish, in accordance with policy 5.17 and 6.11 of the London Plan, Policy CC3 of the Core Strategy (2011), policy DM H5 of the Hammersmith and Fulham Development Management Local Plan (July 2013) and SPD Sustainability Policy 3 of the Planning Guidance Supplementary Planning Document (July 2013).

- 13) No part of the development hereby approved shall be used or occupied until a Waste Management Strategy has been submitted and approved in writing by the Local Planning Authority. Details shall include how recycling will be maximised and be incorporated into the facilities of the development. All approved storage arrangements shall be provided in accordance with the approved details and shall be permanently retained thereafter in accordance with the approved details and shall thereafter be permanently retained in this form.

In order to protect the environment and to ensure that satisfactory provision is made for refuse/recycling storage and collection, in accordance with policy 5.3 of the London Plan and policy DM H5 of Hammersmith and Fulham Development Management Local Plan (July 2013) and SPD Sustainability Policy 3 of the Planning Guidance Supplementary Planning Document (July 2013).

- 14) No part of the development hereby approved shall be occupied until a Delivery and Servicing Management Plan is submitted to and approved in writing by the Local Planning Authority. Details shall include times and frequency of deliveries and collections, vehicle movements, silent reversing methods, operations of the loading bay as identified on the approved drawings, quiet loading/unloading measures. The measures/scheme shall be implemented in accordance with the approved details prior to occupation of the development hereby permitted, and thereafter be permanently retained in this form.

To ensure that servicing and deliveries are carried out without any significant impact on the flow of traffic and the local highway network and to prevent harm to the amenities of surrounding occupiers by reason of noise and disturbance, in accordance with policy 6.11 of the London Plan and policies DM J1, DM H9 and DM H11 of the Hammersmith and Fulham Development Management Local Plan (July 2013), and SPD Transport Policy 34 of the Planning Guidance Supplementary Planning Document (July 2013).

- 15) No development shall commence until a preliminary risk assessment report is submitted to and approved in writing by the Council. This report shall comprise: a desktop study which identifies all current and previous uses at the site and surrounding area as well as the potential contaminants associated with those

uses; a site reconnaissance; and a conceptual model indicating potential pollutant linkages between sources, pathways and receptors, including those in the surrounding area and those planned at the site; and a qualitative risk assessment of any potentially unacceptable risks arising from the identified pollutant linkages to human health, controlled waters and the wider environment including ecological receptors and building materials. All works must be carried out in compliance with and by a competent person who conforms to 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.

- 16) No development shall commence until a site investigation scheme is submitted to and approved in writing by the Council. This scheme shall be based upon and target the risks identified in the approved preliminary risk assessment and shall provide provisions for, where relevant, the sampling of soil, soil vapour, ground gas, surface and groundwater . All works must be carried out in compliance with and by a competent person who conforms to CLR 11: Model Procedures for the Management of Land Contamination (Defra 2004) or the current UK requirements for sampling and testing.

Potentially contaminative land uses (past or present) are understood to occur at, or near to, this site. This condition is required to ensure that no unacceptable risks are caused to humans, controlled waters or the wider environment during and following the development works, in accordance with Borough Wide Strategic Policy CC4 of the Core Strategy and policies DM H7 and H11 of the Development Management Local Plan 2013.

- 17) Unless the Council agree in writing that a set extent of development must commence to enable compliance with this condition, no development shall commence until, following a site investigation undertaken in compliance with the approved site investigation scheme, a quantitative risk assessment report is submitted to and approved in writing by the Council. This report shall: assess the degree and nature of any contamination identified on the site through the site investigation; include a revised conceptual site model from the preliminary risk assessment based on the information gathered through the site investigation to confirm the existence of any remaining pollutant linkages and determine the risks posed by any contamination to human health, controlled waters and the wider environment. All works must be carried out in compliance with and by a competent person who conforms to CLR 11: Model Procedures for the Management of Land Contamination (Defra 2004) or the current UK requirements for sampling and testing.

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

Policy CC4 of the Core Strategy and policies DM H7 and H11 of the Development Management Local Plan 2013.

- 18) Unless the Council agree in writing that a set extent of development must commence to enable compliance with this condition, no development shall commence until, a remediation method statement is submitted to and approved in writing by the Council. This statement shall detail any required remediation works and shall be designed to mitigate any remaining risks identified in the approved quantitative risk assessment. All works must be carried out in compliance with and by a competent person who conforms to CLR 11: Model Procedures for the Management of Land Contamination (Defra 2004) or the current UK requirements for sampling and testing.

Potentially contaminative land uses (past or present) are understood to occur at, or near to, this site. This condition is required to ensure that no unacceptable risks are caused to humans, controlled waters or the wider environment during and following the development works, in accordance with Borough Wide Strategic Policy CC4 of the Core Strategy and policies DM H7 and H11 of the Development Management Local Plan 2013.

- 19) Unless the Council agree in writing that a set extent of development must commence to enable compliance with this condition, no development shall commence until the approved remediation method statement has been carried out in full and a verification report confirming these works has been submitted to, and approved in writing, by the Council. This report shall include: details of the remediation works carried out; results of any verification sampling, testing or monitoring including the analysis of any imported soil; all waste management documentation showing the classification of waste, its treatment, movement and disposal; and the validation of gas membrane placement. If, during development, contamination not previously identified is found to be present at the site, the Council is to be informed immediately and no further development (unless otherwise agreed in writing by the Council) shall be carried out until a report indicating the nature of the contamination and how it is to be dealt with is submitted to, and agreed in writing by, the Council. Any required remediation shall be detailed in an amendment to the remediation statement and verification of these works included in the verification report. All works must be carried out in compliance with and by a competent person who conforms to CLR 11: Model Procedures for the Management of Land Contamination (Defra 2004) or the current UK requirements for sampling and testing.

Potentially contaminative land uses (past or present) are understood to occur at, or near to, this site. This condition is required to ensure that no unacceptable risks are caused to humans, controlled waters or the wider environment during and following the development works, in accordance with Borough Wide Strategic Policy CC4 of the Core Strategy and policies DM H7 and H11 of the Development Management Local Plan 2013.

- 20) Unless the Council agree in writing that a set extent of development must commence to enable compliance with this condition, no development shall commence until an onward long-term monitoring methodology report is submitted to and approved in writing by the Council where further monitoring is required past the completion of development works to verify the success of the remediation

undertaken. A verification report of these monitoring works shall then be submitted to and approved in writing by the Council when it may be demonstrated that no residual adverse risks exist. All works must be carried out in compliance with and by a competent person who conforms to CLR 11: Model Procedures for the Management of Land Contamination (Defra 2004) or the current UK requirements for sampling and testing.

Potentially contaminative land uses (past or present) are understood to occur at, or near to, this site. This condition is required to ensure that no unacceptable risks are caused to humans, controlled waters or the wider environment during and following the development works, in accordance with Borough Wide Strategic Policy CC4 of the Core Strategy and policies DM H7 and H11 of the Development Management Local Plan 2013.

- 21) The development hereby permitted shall not commence (excluding site clearance and demolition) until a statement of how 'Secure by Design' requirements are to be adequately achieved has been submitted to and approved in writing by the Local Planning Authority. Such details shall include, but not be limited to: site wide public realm CCTV and feasibility study relating to linking CCTV with the Council's borough wide CCTV system, access controls, basement security measures and means to secure the site throughout construction in accordance with BS8300:2009. No part of the development shall be used or occupied until these measures have been implemented in accordance with the approved details, and the measures shall thereafter be permanently retained in this form.

To ensure that the development incorporates suitable design measures to minimise opportunities for, and the perception of crime and provide a safe and secure environment, in accordance with Policy 7.3 of the London Plan, Policy BE1 of the Hammersmith and Fulham Core Strategy (2011) and Policy DM G1 of the Development Management Local Plan (July 2013).

- 22) The development hereby permitted shall not commence (excluding site clearance and demolition) until details of the proposed soft and hard landscaping of all areas external to the building(s) have been submitted to and approved in writing by the Local Planning Authority. The details shall include: planting schedules and details of the species, height and maturity of any trees and shrubs, including sections through the planting areas; depth of tree pits, containers and shrub beds; details relating to the access of each building, including pedestrian surfaces, materials, kerb details, external steps and seating that ensure a safe and convenient environment for blind and partially sighted people. The landscaping works shall be carried out in accordance with the approved details and shall thereafter be permanently retained in this form.

To ensure a satisfactory external appearance of the development and relationship with its surroundings, and the needs of the visually impaired are catered for in accordance with the Equality Act 2010, Policies 3.1, 7.1 and 7.6 of the London Plan, Policy BE1 of the Hammersmith and Fulham Core Strategy (2011) Policies DM E4, DM G1 and DM G7 of the Development Management Local Plan (July 2013) and SPD Sustainability policies 14-24 of the Planning Guidance Supplementary Planning Document (July 2013).

- 23) The development hereby permitted shall not commence (excluding site clearance and demolition) until a Landscape Management Plan has been submitted to and approved in writing by the Local Planning Authority for all of the landscaped areas. This shall include details of management responsibilities and maintenance schedules for all landscape areas. The landscape management plan shall be implemented in accordance with the approved details and shall thereafter be permanently retained in this form.

To ensure that the development provides an attractive natural and visual environment in accordance with Policies 7.1 and 7.6 of the London Plan, Policies BE1 and OS1 of the Hammersmith and Fulham Core Strategy (2011), Policies DM E4, DM G1 and DM G7 of the Development Management Local Plan (July 2013) and SPD Sustainability policies 14-24 of the Planning Guidance Supplementary Planning Document (July 2013).

- 24) The development hereby permitted shall not commence until all the trees in the proximity of the development that are to be retained, have been protected from damage in accordance with BS5837:2012 during both the demolition and construction works.

To ensure that trees on site are retained and to prevent harm during the course of construction, in accordance with policy BE1 of the Hammersmith and Fulham Core Strategy (2011) and policy DM E4 of the Development Management Local Plan (July 2013).

- 25) Prior to commencement of construction works, full details of artificial nesting opportunities shall be submitted to and approved in writing by the Local Planning Authority. These details shall include details of bird and bat boxes and timetable for provision. The approved bird and bat boxes shall be installed before occupation. Thereafter the approved bird and bat boxes shall be retained in accordance with the approved details.

To ensure that satisfactory provision is made for 'artificial nesting opportunities' within the development in accordance with Policy 7.19 of the London Plan (2016), Policies DM E3 and DM E4 of the London Borough of Hammersmith and Fulham Development Management Local Plan (2013) and SPD Sustainability policies 14 of the Planning Guidance Supplementary Planning Document (2013).

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

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

- 27) 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.

- 28) 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 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.

Reason: 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.

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

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

- 30) Prior to commencement of the development (excluding site clearance and demolition), details of external artificial lighting, including security 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.

- 31) Prior to the commencement of development an Air Quality Dust Management Plan (AQDMP) is submitted to and approved in writing by the Council. The AQDMP must be site specific and include an Air Quality Dust Risk Assessment (AQDRA) that considers sensitive receptors off-site of the development and 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 the AQDMP. The AQDMP submitted must comply with the Mayors SPG and should include an Inventory and Timetable of dust generating activities during demolition and construction; Dust and Emission control measures including on-road and off-road construction traffic, Ultra Low Emission Vehicle Strategy (ULEVS) e.g. use of Ultra Low Emission Vehicles such as Electric, Hybrid (Electric-Petrol); Non-Road Mobile Machinery (NRMM). Details of all the NRMM that will be used on the development site will be required and the NRMM should meet as minimum the Stage IIIB emission criteria of Directive 97/68/EC and its subsequent amendments. This will apply to both variable and constant speed engines for both NO_x and PM. An inventory of all NRMM must be registered on the NRMM register. 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. Approved details shall be fully implemented and permanently retained and maintained during the construction phases of the development.

To comply with the requirements of the NPPF (2012), Policy 7.14 of the London Plan and Policy DM H8 of the Hammersmith and Fulham Development Management Local Plan (July 2013).

- 32) Prior to the operation of the CHP units and the Ultra-Low NO_x Gas fired boilers, the following shall be submitted to and approved in writing by the Local Planning Authority:
- o Evidence that the termination height of the Shared Flue stack for the CHP plant and Gas fired Boilers have been installed a minimum of 3 metres above the roof level of the tallest part of the building
 - o Details to demonstrate that the CHP Plant, Ultra Low NO_x Gas fired boilers and associated abatement technologies shall meet a minimum dry NO_x emissions standards of 27 mg/Nm³ (at 5% O₂) and 30 mg/kWh (at 0% O₂) respectively.
 - o Following installation, emissions certificates and the results of NO_x emissions testing of each CHP unit and Ultra Low NO_x gas boiler by an accredited laboratory will need to be provided to the Local Planning Authority to verify emissions.

Where any installations do not meet the relevant emissions standard it should not be operated without the fitting of suitable NO_x abatement equipment or technology as determined by a specialist to ensure comparable emissions. Approved details

shall be fully implemented prior to occupation/use of the residential development and thereafter permanently retained and maintained.

To comply with the requirements of the NPPF (2012), Policy 7.14 of the London Plan and Policy DM H8 of the Hammersmith and Fulham Development Management Local Plan (July 2013).

- 33) Prior to the commencement of the development (excluding site clearance and demolition) a Low Emission Strategy shall be submitted to and approved in writing by the Local Planning Authority. The Low Emission Strategy must detail the remedial action and mitigation measures that will be implemented to protect receptors (e.g. abatement technology for energy plant, design solutions). This Strategy must make a commitment to implement the mitigation measures (including NOx 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 NOx and particulates from on-site and off-site transport during Demolition, Construction and Operational phases via a Ultra Low Emission Vehicle Plan (ULEVP) e.g use of Ultra Low Emission Vehicles such as Electric, Hybrid (Electric-Petrol), and energy generation sources. The strategy must re-assess air quality neutral in accordance with the Mayor of London SPG 'Sustainable Design and Construction' (April 2014) guidance. It must also identify mitigation measures as appropriate to reduce building emissions to below GLA benchmark levels. Approved details shall be fully implemented prior to the occupation/use of the residential development and thereafter permanently retained and maintained.

To comply with the requirements of the NPPF (2012), Policies 7.14 of the London Plan and Policy DM H8 of the Hammersmith and Fulham Development Management Local Plan (July 2013).

- 34) No part of the development hereby approved shall be occupied or used until an Inclusive Access Management Plan has been submitted to and approved in writing by the Local Planning Authority. The development shall not be operated otherwise than in accordance with the Inclusive Access Management Plan as approved and thereafter be permanently retained in this form.

To ensure that the proposal provides an inclusive and accessible environment in accordance with the Policy 7.2 of the London Plan and policy DM B2 of the Hammersmith and Fulham Development Management Local Plan (July 2013) and the Planning Guidance Supplementary Planning Document (July 2013).

- 35) No part of the development hereby approved shall be used or occupied until details of fire rated lifts in each of the buildings, including details of the loading lifts to the basement levels is submitted and approved in writing by the Local Planning Authority. All the lifts shall have enhanced lift repair services, running 365 days/24-hour cover, to ensure no wheelchair occupiers are trapped if a lift breaks down. The fire rated lifts shall be installed as approved and maintained in full working order for the lifetime of the development.

To ensure that the development provides for the changing circumstances of occupiers and responds to the needs of people with disabilities, in accordance with policies 3.8 and 7.2 of the London Plan, policy BE1 of the Hammersmith and

Fulham Core Strategy (2011), policies DM A4, DM A9, DM G1, DM J2 and DM J4 of Development Management Local Plan (July 2013) and SPD Design Policies 1, 2, 3, 4, 6, 7, 8, 9 and 10, SPD Transport Policies 9, 10, 22, 23 and 31 of the Planning Guidance Supplementary Planning Document (July 2013).

- 36) The development hereby permitted shall not commence until a revised Flood Risk Assessment (FRA) demonstrating suitable basement waterproofing and flood proofing measures has been submitted to and approved in writing by the Local Planning Authority. The FRA shall be implemented in accordance with the approved details, and thereafter all approved measures shall be retained and maintained in accordance with the approved details and shall thereafter be permanently retained in this form.

To reduce the impact of flooding to the proposed development and future occupants, in accordance with Policies 5.11, 5.13, 5.14 and 5.15 London Plan, Policy CC1 and CC2 of the Hammersmith and Fulham Core Strategy (2011) and Policy DM H3 of the Development Management Local Plan (July 2013).

- 37) The development hereby permitted shall not commence (save for below ground works) until a revised Surface Water Drainage Strategy has been submitted to and approved in writing by the Local Planning Authority. Information shall include details on the design, location and infiltration capabilities of the new soakaway and any other sustainable drainage measures such as permeable surfaces, including green roofs, along with confirmation of the levels of attenuation achieved. The Strategy should demonstrate how SUDS will be implemented in line with the London Plan Drainage Hierarchy to maximise the levels of attenuation and minimise discharge rates. The Strategy shall be implemented in accordance with the approved details, and thereafter all SUDS measures shall be retained and maintained in accordance with the approved details and shall thereafter be permanently retained in this form.

To prevent any increased risk of flooding and to ensure the satisfactory storage of/disposal of surface water from the site in accordance with Policy 5.13 of The London Plan and Policy CC2 of the Hammersmith and Fulham Core Strategy (2011).

- 38) The development hereby permitted shall not commence (save for below ground works) until details of the proposed window cleaning equipment have been submitted and approved in writing by the Local Planning Authority. The details shall include the appearance, means of operation and storage of the cleaning equipment. No part of the development shall be used or occupied until the equipment has been installed in accordance with the approved details and shall thereafter be permanently retained in this form.

To ensure a satisfactory external appearance and to prevent harm to the street scene and public realm, in accordance with policies 7.1 and 7.6 of the London Plan, policy BE1 of the Hammersmith and Fulham Core Strategy (2011) and policies DM G1 and DM G7 of the Development Management Local Plan (July 2013).

- 39) The development hereby permitted shall not commence until a Written Scheme of Historic Building Investigation (WSI) has been submitted to and approved in

writing by the Local Planning Authority. Works shall be carried out only in accordance with the agreed WSI which shall include the statement of significance and research objectives, and include:

(i) A programme and methodology of site investigation and recording to be carried out and the nomination of a competent person(s) or organisation to undertake the agreed works; and

(ii) If heritage assets of archaeological interest are identified by the evaluation under Part (i), then before starting Advanced Works the applicant (or their heirs and successors in title) shall secure the implementation of a programme of archaeological investigation in accordance with a Written Scheme of Investigation which has been submitted by the applicant and approved by the local planning authority in writing.

(iii) No works shall take place other than in accordance with the Written Scheme of Investigation approved under Part (ii).

(iv) Occupation shall not occur until the site investigation and post investigation assessment has been completed in accordance with the programme set out in the Written Scheme of Investigation approved under Part (ii), and the provision for analysis, publication and dissemination of the results and archive deposition has been secured. A programme for post-investigation assessment and subsequent analysis, publication & dissemination, and deposition of resulting material. This part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the WSI.

Heritage assets of archaeological interest may survive on the site. The local planning authority wishes to secure the provision of appropriate archaeological investigation, including the publication of results, in accordance with Section 12 of the NPPF, Policy 7.8 of the London Plan, Policy BE1 of the Hammersmith and Fulham Core Strategy (2011), Policy DM G7 of the Development Management Local Plan (2013) and SPD Design policies 60, 61 and 62 of the Planning Guidance Supplementary Planning Document (2013).

40) The development shall not commence until the following details have been submitted to and approved in writing by the Local Planning Authority:

(i) The completion of a Base-Line Airwaves Interference Study (the Base-Line Study) to assess airwave reception within/adjacent to the site; and

(ii) The implementation of a Scheme of Mitigation Works for the purpose of ensuring nil detriment during the Construction Works identified by the Base-Line Study. Such a Scheme of Mitigation Works shall be first submitted to and approved in writing by the Local Planning Authority.

The development shall be implemented in accordance with the approved details prior to occupation and shall thereafter be permanently retained in this form.

To ensure that the existing airwaves reception is not adversely affected by the proposed development, in accordance with Policy 7.13 of the London Plan

(2016), Policy BE1 of the Hammersmith and Fulham Core Strategy (2011) and Policy DM G1 and DM G2 of the Development Management Local Plan (2013).

- 41) The development hereby permitted shall not be occupied until the Council has been notified in writing (and has acknowledged such notification) of the full postal address of the residential units hereby approved. Such notification shall be to the Council's Head of Development Management and shall quote the planning application number specified in this decision letter.

In order that the Council can update its records to ensure that parking permits are not issued to the occupiers of the proposed residential units and thus ensure that the development does not harm the existing amenities of the occupiers of neighbouring residential properties by adding to the high level of on-street car parking stress in the area, in accordance with Core Strategy (2011) policy T1 and policies DM J2 and DM J3 of the Development Management Local Plan (2013).

- 42) The window glass at ground level in the development shall not be mirrored, painted or otherwise obscured.

To ensure a satisfactory external appearance and to prevent harm to the street scene and public realm, in accordance with Policy 7.6 of The London Plan, policy BE1 of the Hammersmith and Fulham Core Strategy (2011) and Policies DM G1 and DM G7 of the Development Management Local Plan (July 2013).

- 43) No roller shutters shall be installed on any entrance or display facade hereby approved.

To ensure a satisfactory external appearance and to prevent harm to the street scene and public realm, in accordance with Policy BE1 of the Hammersmith and Fulham Core Strategy (2011), Policy DM G4 and DM C1 of the Development Management Local Plan (2013) and Planning Guidance Supplementary Planning Document (July 2013)

- 44) No advertisements shall be displayed on or within any elevation of the building(s), forecourt or public spaces of the development hereby approved without details of the advertisements having first been submitted to and approved in writing by the Local Planning Authority.

In order that any advertisements displayed on the building are assessed in the context of an overall strategy, so as to ensure a satisfactory external appearance and to preserve the integrity of the design of the building, in accordance with Policies BE1 and CC4 of the Hammersmith and Fulham Core Strategy (2011) and Policies DM G1 and DM G8 of the Development Management Local Plan (July 2013).

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

To ensure a satisfactory external appearance in terms of the provision of tree and shrub planting, in accordance with Policies 7.1 and 7.6 of the London Plan, Policy BE1 of the Hammersmith and Fulham Core Strategy (2011), policies DM E4, DM G1 and DM G7 of the Development Management Local Plan (July 2013) and SPD Sustainability policies 14-24 of the Planning Guidance Supplementary Planning Document (July 2013).

- 46) 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 buildings hereby permitted.

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

- 47) 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.

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 Hammersmith and Fulham Core Strategy (2011) and Policies DM G1 and G7 of the Development Management Local Plan (July 2013).

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

To ensure that the visual impact of telecommunication equipment upon the surrounding area can be considered, in accordance with in accordance with policies 7.6 and 7.8 of the London Plan, policy BE1 of the Hammersmith and Fulham Core Strategy (2011) and policies DM G1 and DM G7 of the Development Management Local Plan (July 2013).

- 49) The ground floor entrance doors to the buildings and integral lift/stair cores shall not be less than 1-metre-wide and the threshold shall be at the same level as the adjoining ground level fronting the entrances to ensure level access.

In order to ensure the development provides ease of access for all users, in accordance with Policy 3.1 and 7.2 of the London Plan, Policy BE1 of the Hammersmith and Fulham Core Strategy (2011) and Policy DM G1 and DM G4 of the Development Management Local Plan (July 2013) and SPD Design Policy 1, 2 and 25 of the Planning Guidance Supplementary Planning Document (July 2013).

- 50) No impact piling shall take place until a piling method statement (detailing the type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface water or sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the Local Planning Authority in

consultation with the relevant water or sewerage undertaker. Any piling must be undertaken in accordance with the terms of the approved piling method statement.

To prevent any potential to impact on local underground water and sewerage utility infrastructure, in accordance with Policies 5.14 and 5.15 of the London Plan, policy CC2 of the Hammersmith and Fulham Core Strategy (2011) and policy DM H4 of the Development Management Local Plan (July 2013). The applicant is advised to contact Thames Water Developer Services on 0845 850 2777 to discuss the details of the piling method statement.

- 51) Prior to Commencement of the Construction Works, a revised Energy and Sustainability Statement for the Development shall be submitted to and approved in writing by the Local Planning Authority. These measures shall be fully implemented prior to Occupation. These measures shall thereafter be permanently retained to serve the Development and maintained in a working order in accordance with the agreed statement.

To ensure that sustainable design and construction techniques are implemented in accordance with Policies 5.1, 5.2, 5.3 and 5.7 of the London Plan (2016), Policies BE1 and CC1 of the London Borough of Hammersmith and Fulham Core Strategy (2011), Policies DM G1 and DM H2 of the Development Management Local Plan (2013) and SPD Sustainability Policies 25 and 26 of the Planning Guidance Supplementary Planning Document (2013).

- 52) Three months after first occupation, submission of a post-construction assessment, that confirms the design commitments have been implemented with regards to an Excellent BREEAM rating and 3 Star HQM rating as outlined, shall be submitted to the Local Authority.

In the interests of energy conservation, reduction of CO2 emissions and wider sustainability, in accordance with Policies 5.1, 5.2, 5.3, 5.6 and 5.7 of the London Plan (2016) and Policies CC1 and CC4 of the London Borough of Hammersmith and Fulham Core Strategy (2011), Policies DM H1 and DM H2 of the Development Management Local Plan (2013) and SPD Sustainability Policy 25 and 26 of the Planning Guidance Supplementary Planning Document (2013).

- 53) At least ten per cent of the residential units as nominated in the approved drawings hereby permitted shall be constructed to comply with Part M4 (3) of the Building Regulations. Any communal areas and accesses serving the M4 (3) compliant Wheelchair User Dwellings should also comply with Part M4 (3). All other residential units, communal areas and accesses hereby permitted shall be constructed to comply with Part M4 (2) of the Building Regulations.

To ensure that the development provides for the changing circumstances of occupiers and responds to the needs of people with disabilities, in accordance with policy 3.8 of the London Plan (2016), policy H4 of the London Borough of Hammersmith and Fulham Core Strategy (2011) and policy DM B2 of the Development Management Local Plan (2013) and the Council's Planning Guidance Supplementary Planning Document (2013).

Justification for Approving the Application:

- 1) Land Use: All the proposed land uses are supported by adopted policy. Officers consider that the office use at ground floor with a residential use above is appropriate in this location and would retain employment opportunities while increasing housing supply within the area. The proposal is therefore supported in land use terms subject to the satisfaction of other development plan policies and is considered to be in accordance with the NPPF, London Plan Policies 2.13, 3.3 and 4.2, Core Strategy Policies H1, SFR and LE1 and DMLP Policy DM A1.
- 2) Affordable Housing: The proposal would help to regenerate the wider South Fulham Riverside Regeneration Area whilst providing affordable housing on site. The proposal is therefore considered to be in accordance with the NPPF, London Plan Policies 3.3, 3.4, 3.5, 3.6, 3.8 and 3.9, Core Strategy Policy BE1 and OS1, Strategic Policies H3 and H4, DMLP Policies DM A2 and DM A3 Draft Local Plan Policy HO3.
- 3) Housing: The proposal provides a range of market rent unit sizes which are considered to respond positively to the site characteristics and given consideration to the wider demographics, would lead to a development that would maintain a mixed and balanced ward. The amenity and play space provided is considered acceptable with regards to the location of the development and provides a high standard of residential accommodation. The density is acceptable, given the location within the South Fulham Riverside Regeneration Area and transport accessibility of the site and the resultant acceptable quality of the residential accommodation which will deliver 110 homes. The proposal is therefore supported and is considered to be in accordance with the NPPF, London Plan Policies 3.3, 3.4, 3.5, 3.6, 3.8 and 3.9, Core Strategy Policy BE1 and OS1, Strategic Policies H3 and H4, DMLP Policies DM A2 and DM A3 Draft Local Plan Policy HO3.
- 4) Design and Conservation: Development of this site provides an opportunity for significant enhancement and regeneration of this area. The proposed redevelopment will allow for useable and flexible office floorspace which would suit small and medium business enterprises. The proposal complies with Core Strategy Policy BE1 in that it respects the existing townscape context, demonstrates tangible urban design benefits and is consistent with the Council's wider regeneration objectives, and in doing so is sensitive to the setting of heritage assets. The proposed built form has a massing which responds to the proposed spaces and surrounding townscape at its edges. The elevations have an architectural character which provides interest across the frontages. The relationship between the built form and public realm would assist in the creation of a sense of place. It is considered that this is compliant with Section 66 and Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990. The proposal is also in line with national guidance in the NPPF, Core Strategy Policies

BE1, H03 and SFR, DMLP Policies DM G1, DM G2 and DM G7, Draft Local Plan Policy Strategic Policy SFERRA, Draft Local Plan Policies H04, DC1, DC2 and DC3, London Plan Policies 7.1, 7.2, 7.3 7.4, 7.5, 7.6 and 7.8.

5) Transport: The 31 parking spaces provided are in line with adopted policy and are suitable for this development in this location. There would be no adverse impact on traffic generation and the scheme would not result in congestion of the road network. Conditions would secure satisfactory provision of cycle and refuse storage, construction and logistics and management while a Travel Plan is secured by legal agreement. Adequate provision for storage and collection of refuse and recyclables would be provided. The accessibility level of the site is very good, and is well served by public transport. External impacts of the development would be controlled by conditions and section 106 provisions. In addition, servicing and road safety and travel planning initiatives would be implemented in and around the site to mitigate against potential issues. The proposed development therefore accords with Policies 6.1, 6.3, 6.9, 6.10, 6.11, 6.13 of the London Plan, Policy T1 and CC3 of the Hammersmith and Fulham Core Strategy (2011) and Policies DM J1, DM J2, DM J4 and DM J5 of the Hammersmith and Fulham Development Management Local Plan (July 2013).

6) Impact on Neighbouring Properties: The impact of the proposed development upon adjoining occupiers is considered acceptable with no significant worsening of noise/disturbance and overlooking, no unacceptable loss of sunlight or daylight or outlook to cause undue detriment to the amenities of neighbours. In this regard, the development would respect the principles of good neighbourliness. The proposed development therefore accords with London Plan Policies 3.5, 3.6, 3.8, 7.3, 7.6, 7.7 and 7.14, Policies H3 and CC4 of the Hammersmith and Fulham Core Strategy (2011), and Policies DM G1, DM A3, DM A4, DM A9, DM H9, DM H10, DM H11 and DM E2 of the Hammersmith and Fulham Development Management Local Plan (July 2013).

7) Safety and Access: A condition would ensure the development would provide a safe and secure environment for all users in accordance with London Plan Policy 7.3 and Policy DM G1 of the Development Management Local Plan (2013). The development would provide 10% of all units as wheelchair units, level access, a lift to all levels and suitable circulation space. Conditions would ensure the proposal would provide ease of access for all persons, including disabled people and an Inclusive Accessibility Management Plan is provided for approval. Satisfactory provision is therefore made for users with mobility needs, in accordance with Policy 7.2 of the London Plan, Policies DM A4 and DM G1 of the Hammersmith and Fulham Development Management Local Plan (July 2013) and SPD Design Policies 1, 2 and 8 of the Planning Guidance Supplementary Planning Document (July 2013).

8) Sustainability and Energy: The application proposes a number of measures to reduce CO2 emissions with a carbon offset payment secured. A revised Energy and Sustainability Statement would be required by condition to reflect final design detail. The proposal would thereby seek to reduce pollution and waste and minimise its environmental impact. The proposed development therefore accords with Policies 5.1, 5.2, 5.3, 5.6, 5.7, 5.8, 5.9, 5.11, 5.12, 5.13, 5.14, 5.15 and 7.19 of the London Plan, Policies CC1, CC2, H3, and FRA 1 of the Hammersmith and

Fulham Core Strategy (2011), and Policies DM E4, DM H1, DM H2, DM H8 of the Hammersmith and Fulham Development Management Local Plan (July 2013).

9) Flood Risk: A Flood Risk Assessment has been submitted which advises standard construction practices in order to ensure the risk of flooding at the site remains low and is considered acceptable with further design details relating to basement and flood proofing secured by condition. Sustainable drainage systems (SUDS) would be integrated into the development to cut surface water flows into the communal sewer system with further information on surface water drainage secured by condition. The development would therefore be acceptable in accordance with the NPPF (2012), Policies 5.11, 5.13, 5.14 of the London Plan, Policies CC1 and CC2 of the Core Strategy (2011) and Policy DM H3 of the Hammersmith and Fulham Development Management Local Plan (July 2013).

10) Land Contamination: Conditions will ensure that the site would be remediated to an appropriate level for the sensitive residential and open space uses. The proposed development therefore accords with Policy 5.21 of the London Plan, Policy CC4 of the Hammersmith and Fulham Core Strategy (2011) and Policy DM H7 and H11 of the of the Hammersmith and Fulham Development Management Local Plan (July 2013).

11) Planning Obligations: Planning obligations to offset the impact of the development and to make the development acceptable in planning terms are secured. Contributions relating to securing the affordable housing provision, offsetting highways impacts, carbon offset payment, local training and employment opportunities and procurement are secured. The proposed development would therefore mitigate external impacts and would accord with Policy 8.2 of the London Plan and Policy CF1 of the Hammersmith and Fulham Core Strategy (2011).

LOCAL GOVERNMENT ACT 2000 LIST OF BACKGROUND PAPERS

All Background Papers held by Helen Murray (Ext: 3439):

Application form received: 12th September 2017

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:
62 Watermans Quay William Morris Way London SW6 2UU	30.10.17
83 Waterman's Quay William Morris Way London SW6 2UU	12.10.17
25 Sailmakers Court William Morris Way Fulham SW18 2QB	13.11.17
Flat 2, Ferrymans Quay, Regent on the River William Morris Way London SW6 2UT	04.11.17
Flat 1, Sailmakers Court William Morris WAY London SW6 2UX	17.11.17
Flat 134, Watermans Quay William Morris Way SW6 2UW	07.11.17
Flat 61, Watermans Quay William Morris Way SW6 2UU	09.11.17
19 sailmakers court Fulham London Sw6 2ux	04.11.17
58 Sailmakers Court William Morris Way London SW6 2UX	06.11.17
Flat 121 Watermans Quay William Morris Way SW6 2UW	14.11.17
Fulham Society 1 Rosaville Road London SW6 7BN	18.11.17
Flat 41 Ferrymans Quay, William Morris way London Sw6 2ut	20.11.17
112 Watermans Quay William Morris Way Fulham SW6 2UW	16.10.17
13 Ferrymans Quay William Morris Way LONDON SW6 2UT	30.10.17

Officer's Report

1.0 BACKGROUND

- 1.1 The application site is bounded by Potters Road to the North, Watermeadow Lane to the West and William Morris way to the South. The site is adjacent to Arcadian House and residential dwellings fronting Imperial Crescent to the east. The existing building on site is a three storey brick office building with blue window frames and a steep pitched roof. Undercroft parking is located on the northern and southern portions of the ground floor and 10 off-street parking spaces are located on the Potters Road side. On-street pay & display parking is provided along William Morris Way and Watermeadow lane.
- 1.2 The application site is located within the Thames Policy Area, being less than 100m north of the River Thames, and is within the South Fulham Riverside Regeneration Area. The site is within Flood Zone 3, and within the Sands End Conservation Area. There are no listed buildings within close proximity. The site has a PTAL of 3, with Imperial Wharf Overground station approximately 650m north-east of the site.
- 1.3 The surrounding area is predominately residential, with the Imperial Wharf development to the north-east, which surrounds Imperial Park. Ferryman's Quay is located to the south-east as part of the Regent by the River development. Directly west of the site is Watermeadow Court, a vacant building which has

recently gained planning approval for a residential development (ref: 2017/01841/FUL). To the south-west of the site, on Watermeadow Lane is the Chelsea Harbour Club Sports Centre, which is designated as a community use.

- 1.4 The residential properties surrounding the site range in height from 5 storeys at Arcadian House and between 4 to 5 storeys along these terrace houses on Imperial Crescent, up to 10 storeys at Ferryman's Quay.

Planning History

- 1.5 Various minor applications have been granted on site, however they are not relevant to this planning application.
- 1.6 Two Prior Approval applications were submitted and withdrawn in 2017, (ref: 2017/02988/PD56 and 2017/03869/PD56), these were for the change of use of the ground, first and second floors from Offices (Class B1) into 32 self-contained residential flats (Class C3).

Current Application

- 1.7 This application seeks approval for the redevelopment of the site to create a ten storey (with basement) building providing flexible office floorspace (Class B1) at ground floor level and up to 110 private and affordable residential units across the upper floors (Class C3). Secure basement car and cycle parking and refuse storage provided at basement level will be accessed from a ramp on William Morris Way. Associated landscaping works to William Morris Way and Potters Road.
- 1.8 The proposed development steps up from 4 storeys at the north eastern end to 10 storeys adjoining Watermeadow Lane. The design of the building focuses on horizontal banding around the entirety, with secondary vertical banding providing articulation.
- 1.9 The proposed development offers a total of 1,095 sqm of floorspace at the ground floor level which is a reduction from the existing provision on site of 3,065sqm
- 1.10 The development proposes 34% affordable housing, split between affordable rent and shared-ownership, providing a mix of 1, 2 and 3 bedroom apartments. The development comprises 1 studio apartment, 48 one-bed, 44 two-bed, and 17 three-bed apartments. Eleven of the 110 units will be wheelchair accessible units.
- 1.11 The applicant has submitted the following documents in support of the application:
 - Covering Letter prepared by Boyer
 - Planning Application Form and Certificate B
 - Community Infrastructure Levy Form
 - Complete set of Architectural Drawings prepared by EPR Architects
 - Design and Access Statement prepared by EPR Architects
 - Planning Statement prepared by Boyer

- Transport Assessment prepared by Sweco
- Travel Plan prepared by Sweco
- Servicing, Delivery and Waste Management Plan prepared by Sweco
- Statement of Community Engagement prepared by Local Dialogue
- Energy and Sustainability Design Statement Version 2 prepared by Sweco
- Noise Assessment prepared by Sandy Brown
- Flood Risk Assessment prepared by Waterman Infrastructure & Environment
- Ground Contamination Report by Instructure & Environment
- Daylight & Sunlight Assessment prepared by GL Hearn
- Financial Viability Assessment prepared by GL Hearn
- Affordable Housing Statement prepared by GL Hearn
- Ecology Report prepared by The Ecology Consultancy
- Office Market Assessment prepared by HNG Chartered Surveyors
- Townscape Visual Impact Assessment prepared by Peter Stewart Consultancy.

2.0 PUBLICITY AND CONSULTATIONS

- 2.1 A Statement of Community Involvement (SCI) has been submitted with this application which details the public consultation undertaken by the applicant.
- 2.2 The applicant arranged a meeting with the current Quayside Lodge tenants on 16th June 2017 to discuss the proposal. A flyer was then distributed to over 1,000 nearby residents and business owners notifying them of the two public consultation events. The public consultation events were held on Wednesday 19th July 2017 from 4pm to 8pm and Saturday 22nd July 2017 from 10am to 2pm. The first consultation saw 10 in attendance with 3 feedback forms filled, the second 20 people attended and 5 feedback forms were completed.
- 2.3 A total of 426 neighbouring addresses were formally consulted by letter from Council on the 3rd October 2017. Site notices were displayed on the site on the 3rd October 2017 and a press advert was published on the 6th October 2017. A total of 12 objections were received, and the main concerns are summarised below;
- Height and massing
 - Impact on local views
 - Increase in traffic
 - Construction vehicles using residential streets (William Morris Way)
 - Negative impact on daylight and overlooking
 - Dust from construction
 - Impacts on surrounding amenity
 - Out of character with the surrounding area
 - Lack of open space on site
 - Loss of office space
- 2.4 The Fulham Society also raised an objection to the proposal stating that the office should be retained on site; the building is too high and there needs to be more open space on site.

- 2.5 An objection received from a representative of Regent by the River Limited (233 apartments), raised the following concerns;
- Massing is out of scale
 - Insufficient provision of open space on site
 - Overshadowing and loss of sunlight
 - Lack of infrastructure to support the development
 - Loss of essential office space
- 2.6 Historic England: no comments to provide on the application.
- 2.7 TFL requested confirmation on a number of items including;
- Secure highway works through S106/S278 agreement;
 - Secure a car parking management plan to regulate the use of car parking spaces and provision of electric vehicle charging points;
 - Secure a permit free agreement;
 - Review and clarify cycle parking arrangements;
 - Improve the Travel Plan and secure through S106;
 - Secure DSP and CLP by conditions;
 - Secure appropriate Mayoral CIL payments.

GLA Stage 1

- 2.8 This application is referable to the Mayor of London under Category 1C of the Mayor of London Order 2008, 'Development which... is more than 30 metres high and is outside the City of London'. The Mayor was consulted on the 3rd October 2017 and provided a detailed response to the application. The GLA provided the following advice;
- The loss of employment floorspace if justified, however affordable workspace should be considered subject to viability;
 - The proposed 35% affordable housing provision meets the fast track threshold of the Mayors Affordable Housing and Viability SPG and is supported;
 - The scheme should optimise activity along William Morris Way, potentially through the introduction of residential entrances to this site of the building;
 - Provision of onsite playspace should be explored;
 - Council should secure M4(2) and M4(3) requirements by Condition;
 - The applicant should submit BRUKL, TER and DER worksheets. Further information is required on energy savings calculated in relation to the CHP and PV panels;
 - Further detail on the proposed drainage system should be provided;
 - Conditions and S106 obligations are required to secure various highways matters.
- 2.9 The Disability Forum raised concerns over the blue badge parking spaces in the basement, the entrance ramps and ensuring wheelchair units were provided.
- 2.10 The Design Review Panel were generally supportive of the proposed development and recommended that the top level provide a more inspirational finish.

3.0 PLANNING CONSIDERATIONS

- 3.1 The National Planning Policy Framework (NPPF) was published on 27 March 2012. NPPF sets out Government planning policies for England and how these are expected to be applied in favour of sustainable development. The NPPF replaces Planning Policy Guidance and Planning Policy Statements and is a material consideration in decisions on planning applications.
- 3.2 The London Plan was published in July 2016. It sets out the overall strategic plan for London and a fully integrated economic, environmental, transport and social framework for the development of the Capital over the next 20-25 years. It forms part of the development plan for Hammersmith and Fulham.
- 3.3 The Hammersmith and Fulham Core Strategy (2011) and Development Management Local Plan (2013) make up the Development Plan for the site. The site is located within South Fulham Riverside and as such is subject to the South Fulham Riverside Supplementary Planning Document (2013). The LBHF Planning Guidance Supplementary Planning Document (2013), Mayor of London Affordable Housing and Viability Supplementary Planning Guidance (2017), and the Play and Informal Recreation SPG (2012) are applicable to the site.
- 3.4 The Council submitted on 28 February 2017, the Proposed Submission Local Plan and supporting documents to the Secretary of State for Communities and Local Government. The emerging Local Plan was subject to examination in public between 13 and 22 June 2017. The Secretary of State found the draft Local Plan sound and capable of adoption and it is intended the plan will be adopted early next year. It is considered the draft Local Plan should be given significant weight in considering and determining this application. Similarly, the council has consulted on the draft Planning Guidance Supplementary Planning Document (SPD) and this document will provide more detailed guidance on the application of policies within the draft Local Plan. It is also the Council's intention to adopt the revised Planning SPD early next year.
- 3.5 The key planning considerations relating to the proposed development are considered to be; land use, housing, design, highways implications, residential amenity, daylight & sunlight impacts, air quality, land contamination, ecology and flood risk & drainage.

Land Use

Office

- 3.6 The NPPF seeks to ensure the facilitation of flexible working practices such as integration of residential and commercial uses. London Plan Policy 4.2 supports the need to redevelopment office to enhance the attractiveness for businesses of different types and sizes. Core Strategy Policy SFR sets a target of an additional 2,200 new homes and 200-500 new jobs within this area. Strategic Policy B of the Core Strategy does not identify the site or area as being a strategic employment location, however Policy LE1 states that where there is loss of employment space evidence must demonstrate the loss is acceptable.

- 3.7 The proposal will retain office floorspace at the ground floor, with a reduction from 3,0656sqm (net lettable area) to 1,095sqm. The Office Market Assessment by Hargreaves Newberry demonstrates that while the office building is fully occupied, it is on reduced rent, short let basis. Retention/refurbishment and redevelopment of office accommodation on site has been considered impractical given the distance to transport hubs, the age of the existing building, the lack of demand for office space in the area and the existing provision of large office floorspace in more attractive town centre locations. Loss of some business space, given the re-provision of high quality office space that would suit small to medium business enterprises is supported on this site.

Housing

- 3.8 The NPPF seeks to significantly boost the supply of housing (paragraph 49), and states that: "housing applications should be considered in the context of the presumption in favour of sustainable development".
- 3.9 London Plan Policy 3.3 (Increasing Housing Supply) states that there is a pressing need for more homes in London and that boroughs should seek to exceed the minimum target through the intensification of brownfield land. Policy 3.3B states that an annual average of 42,000 net additional homes should be delivered per annum in London. Within this overall aim, Table 3.1 sets an annual target of 1,031 net additional dwellings for Hammersmith and Fulham (excluding an increment in provision in the Earls Court West Kensington Opportunity Area). Policy 3.3D of the London Plan states that boroughs should seek to achieve and exceed these housing targets. London Plan Policies 2.13 and 3.3 state that minimum housing targets should be exceeded
- 3.10 Core Strategy Policy H1 requires the council to work with partner organisations and landowners to exceed the proposed London Plan target of 615 additional dwellings a year up to 2021 and to continue to seek at least 615 additional dwellings a year in the period up to 2032. The Core Strategy details an indicative housing target of 1,200 new homes in the borough outside of the five identified regeneration areas during the 10-year period 2012-2022. The Core Strategy envisages 1,000 of these will be delivered by 2017. Draft Local Plan Policy Draft Local Plan Policy H01 states a revised target of 1,031 additional dwellings a year up to 2025
- 3.11 DMLP Policy DM A1 requires the council seek to exceed the London Plan housing target by delivering housing on both identified and windfall sites and as a result of change of use.
- 3.12 The proposed development provides 110 residential units, this includes 37 affordable units (21 affordable rent and 16 shared ownership). This results in a 34% provision of affordable units on site (35% by habitable rooms). The applicant has submitted a Financial Viability Assessment prepared by GL Hearn, Council has employed a consultant on our behalf to review this and it is agreed that the provision of 34% affordable units (35% habitable rooms) is acceptable to be achieved on site.
- 3.13 The surrounding area is predominantly residential in nature and the proposed residential use, with a small office use at the ground floor level is considered to

be appropriate. The residential development is accepted on principle subject to further comments regarding mix and tenure which are provided in the following sections.

- 3.14 The proposal is therefore supported in land use terms subject to the satisfaction of other development plan policies and is considered to be in accordance with the NPPF, London Plan Policies 2.13, 3.3 and 4.2, Core Strategy Policies H1, SFR and LE1 and DMLP Policy DM A1.

Residential Development

Affordable Housing

- 3.15 London Plan Policy 3.9 (Mixed and Balanced Communities) states that a more balanced mix of tenures should be sought in all parts of London, particularly in neighbourhoods where social renting predominates and there are concentrations of deprivation.
- 3.16 London Plan Policy 3.9 goes on to state that communities, mixed and “balanced by tenure and household income, will be promoted across London through incremental small scale, as well as larger scale developments which foster social diversity, redress social exclusion and strengthen communities’ sense of responsibility for, and identity with, their neighbourhoods. They must be supported by effective and attractive design, adequate infrastructure and an enhanced environment”
- 3.17 London Plan Policy 3.10 outlines that homes “should include provisions to remain at an affordable price for future eligible households or for the subsidy to be recycled for alternative affordable housing provision”.
- 3.18 London Plan Policy 3.10 defines affordable housing as: "social rented, affordable rented and intermediate housing (para 3.61), provided to eligible households whose needs are not met by the market. ..." and defines each as follows:
- Social Rented Housing - is owned by local authorities or registered providers, for which guideline target rents are determined through the national rent regime. It may also be owned by other persons and provided under equivalent rental arrangements to the above, as agreed with the local authority or with the Mayor. Social rent is lower than affordable rent.
 - Affordable Rented Housing is that which is let by local authorities or registered providers of social housing and is subject to controls requiring a rent of no more than 80% of the local market rent (including service charges where applicable).
 - Intermediate Housing - is available for sale or rent at a cost above social rent, but below market levels. These can include shared equity (shared ownership and equity loans), other low cost homes for sale and intermediate rent, but not affordable rent. Households whose annual income is in the range £18,100-£66,000 should be eligible for new intermediate homes. For homes with more than two bedrooms, which are particularly suitable for families, the upper end of this eligibility range will

be extended to £80,000. These figures will be updated annually in the London Plan Annual Monitoring Report.

- 3.19 London Plan Policy 3.11 (Affordable Housing Targets) sets a London wide affordable housing target of at least 13,200 more affordable homes per year. The policy advises that 60% of new affordable housing should be provided for social or affordable rent and 40% for intermediate rent or sale, with priority accorded to the provision of affordable family housing. The London Plan addresses the introduction of affordable rent, with further guidance set out in the Housing SPG. With regard to tenure split the Mayor's position is that both social rent and affordable rent should be within the 60%.
- 3.20 London Plan Policy 3.12 (Negotiating Affordable Housing on Individual Private Residential and Mixed Use Schemes) seeks negotiation to secure the maximum reasonable amount of affordable housing within new development taking account of the individual circumstances including development viability.
- 3.21 Core Strategy Policy H2 (Affordability) sets a borough wide target that 40% of all additional dwellings should be affordable.
- 3.22 Draft Local Plan Policy HO3 (Affordable Housing) provides more detailed guidance on the level of affordable housing, stating that housing schemes should increase the supply and improve the mix of affordable housing to help achieve more sustainable communities. Stating that at least 50% of housing units should be affordable, of which 60% should be social or affordable rent and 40% should be for intermediate housing.
- 3.23 The proposed scheme will deliver 73 private market housing units, 21 affordable rent units and 16 shared ownership units. This results in a net increase on site of affordable housing, as the previous use was for office space only. The proposal provides 34% affordable housing on a unit basis and 35% based on habitable rooms (103 rooms out of 297 rooms). The tenure split of 57%:43% affordable rent to shared ownership on a units basis is broadly in line with the Draft Local Plan Policy HO3 of a 60%:40% split. The proposal will include the provision of all family (3 bedroom) units at London Affordable Rent.

Housing Mix

- 3.24 The NPPF requires new development to deliver sustainable, inclusive and mixed communities in accessible locations. To achieve mixed communities, the NPPF advises that a variety of housing should be provided in terms of size, type, tenure and price and also a mix of different households such as families with children, single-person households, people with disabilities, service families and older people.
- 3.25 London Plan Policy 3.8 seeks to promote housing choice by supporting residential development proposals which provide a mix of unit sizes and types. London Plan Policy 3.9 seeks to secure that communities are mixed and balanced by tenure and housing income across London.
- 3.26 Core Strategy Borough Wide Strategic Policy H4 (Meeting Housing Needs) states that, "there should be a mix of housing types and sizes in development

schemes, especially increasing the proportion of family accommodation. The precise mix in any development will be subject to the suitability of the site for family housing in terms of site characteristics, the local environment and access to services".

- 3.27 DMLP Policy DM A3 (Housing Mix) states that, "all new housing provided as part of new major development should provide a mix housing, including family housing. In respect of the social rented provisions which are relevant in the case of this submission, developments should aim to meet the following mix subject to viability, locational characteristics and site constraints being considered on a site by site basis. The policy states that where social rented housing is replacing existing social rented housing the new housing should meet the needs of the relocating tenants.
- 3.28 Draft Policy HO5 (Housing Mix) identifies the same breakdown of units for each tenure as Policy DM A3, however it adds that "The council will work with Registered Providers and other house builders to increase the supply and choice of high quality residential accommodation that meets local residents' needs and aspirations and demand for housing. In order to deliver this accommodation there should be a mix of housing types and sizes in development schemes, including family accommodation."
- 3.29 The proposed housing mix is shown in the table below:

Unit Type	Private Units	Affordable Rent	Shared Ownership	Total	% of units
1B1P	1	-	-	1	0.9
1B2P	31	3	14	48	43.6
2B3P	3	2	-	5	4.5
2B4P	30	7	2	39	35.5
3B5P	6	2	-	8	7.3
3B6P	2	7	-	9	8.2
Total	73	21	16	110	100%

- 3.30 The Housing Register confirms that 2 bedroom properties are the highest demand among applicants in housing need. As such, it is considered that the proposals would deliver suitable social housing to meet the evidenced demand and deliver a higher proportion of two bedroomed properties. The GLA was supportive of this housing mix.

Housing Density

- 3.31 The NPPF (paragraph 47) states that in order to boost significantly the supply of housing, local planning authorities should set out their own approach to housing density to reflect local circumstances.
- 3.32 London Plan Policy 3.4 (Optimising Housing Potential) seeks to ensure that housing developments achieve the maximum intensity of use while taking account of local context and character, public transport accessibility and the attainment of a high quality design. Density guidance is provided in Table 3.2.

- 3.33 The London Plan (para. 2.62) highlights scope for large sites to determine their own character in terms of residential densities. The Mayor’s Housing SPG 2016 states the potential for increased densities should be positively explored and enabled on large sites and in opportunity areas.
- 3.34 London Plan Policy 3.4 (Optimising Housing Potential) seeks to ensure that development optimises housing output for different types of location taking into account local context and character, design principles and public transport capacity.
- 3.35 Core Strategy Policy H3, states that the council will expect all housing development to respect the local setting and context, provide a high quality residential environment and be well designed and energy efficient. In terms of density, the council will take account of London Plan Policy 3.4, as detailed above.
- 3.36 DMLP Policy DM A2 states that, in assessing the appropriate density of a housing or mixed use scheme that includes housing, the council will apply the Core Strategy and London Plan policies and guidance relating to residential density.
- 3.37 The site has a PTAL of 3 and this indicates a guideline density range of 200-450 habitable rooms per hectare. The proposed development has a density of 904 habitable rooms per hectare, which exceeds this threshold, however this is still considered to be an appropriate density on site, as similar density has been approved on other schemes in close proximity. Given the site is located within the South Fulham Riverside Regeneration Area it is expected that the area is identified for change. The accessibility of open space in close proximity further supports the proposed density. The GLA has confirmed the density is acceptable in this location.

Standard of Accommodation

- 3.38 London Plan Policy 3.5 (quality and design of housing developments) requires that housing be of the highest quality. The Housing SPG (2016) sets out the Mayor’s Housing Standards, incorporating the latest national technical standards.
- 3.39 Table 3.3 accompanies Policy 3.5 of the London Plan and provides minimum sizes for residential units. The unit sizes within the proposed development all meet or exceed the minimum space standards. The development is considered acceptable in this regard.
- 3.40 The proposed 110 units meet the minimum internal space standards as required by the London Plan:

Unit Type	Proposed GIA	London Plan Standard
Studio	45sqm	39sqm
1 Bedroom	50-73sqm	50sqm
2 Bedroom	66-9qm	61-70sqm
3 Bedroom	94-134sqm	74-95sqm

- 3.41 Floor to ceilings heights within all primary habitable areas are at least 2.5 metres in height, with bathrooms and hallways at 2.3 metres.
- 3.42 The proposed development allows for sunlight/daylight into habitable rooms and are dual aspect or River facing where possible. No single aspect units face due north. The 15 units at the first floor will achieve the lowest daylight and sunlight levels. At least one habitable room of each residential apartment would achieve the recommended Average Daylight Factor. The majority of south facing units would achieve BRE compliant levels of annual and winter sunlight within at least one habitable room. Where the recommended levels cannot be achieved due to orientation, the levels of direct sunlight achieved and in line with expectations for an urban area, and additional amenity through desirable views across the Thames or larger terraces are considered to assist in compensating these circumstances.

Amenity Space/ Playspace

- 3.43 Policy 3.6 of the London Plan requires that adequate playspace for children is required. The GLA's Shaping Neighbourhoods: Play and Informal Recreation' SPG (2012) requires the provision of play space for children within new residential development commensurate with the child yield of the development, and identifies different needs for children of different ages.
- 3.44 LBHF Core Strategy Policy H3 promotes shared amenity space in large residential developments. Core Strategy Policy OS1 seeks to ensure the provision of quality accessible and inclusive open space and children's play space, and Policy BE1 seeks good quality public realm and landscaping.
- 3.45 Each unit has a balcony which allows for the minimum London Plan Standards of 5 sqm, with an additional square metre per person. There is one 1 bedroom unit that does not have balcony space at the first floor level due to the need for appropriate head room above the office entrance. It is considered that due to the close proximity to the park and the orientation of the unit towards William Morris Way with both living areas facing Imperial Park and the River.
- 3.46 The scheme requires 343sqm of dedicated child's play space, 171sqm which should be dedicated to under 5's doorstep play. The proposal does not provide any dedicated children's playspace, due to the constraints on site. The roof is occupied by plant and PV panels to ensure a Excellent BREEAM rating can be achieved. At the ground level, the number of entrances to the commercial and residential cores, and access to parking, refuse and vehicle drop offs restrict the area for playspace. Indoor playspace would result in a loss of employment space or affect the housing unit mix and affordable housing provision.
- 3.47 Due to the close proximity of Imperial Park the applicant has recommended this could be utilised as playspace. This park is not Council owned and currently does not offer any specific playspace equipment. The closest Council parks are South Park, Will Parnell Playground and Sands End Adventure Playground, which are approximately 800 metres away.

3.48 The GLA has requested that further information be provided, and that residential entrances should be to William Morris Way in order to achieve a close proximity to Imperial Park. While the Council would support the introduction of entrances along this frontage, the loss of employment floorspace and loss of affordable units is considered detrimental to the scheme. Due to the close proximity of Imperial Park and the generous amenity space provision within the units, Council considers that the development has explored the possibility of playspace provision and has provided an appropriate alternative to on-site provision. The scheme provides new footpaths on all road frontages and the existing paths in the area are of a good quality, which will provide easy access to the surrounding parks.

Accessibility

- 3.49 Policy 7.2 of the London Plan requires all new development to achieve the highest standards of accessible and inclusive design.
- 3.50 Policy DM A4 of the DMLP states that car parking spaces provided on site should include the needs of blue badge holders. DMLP Policy DM G1 and SPD Design Policies 1 and 8 require new development to be designed to be accessible and inclusive to all who may use or visit the proposed buildings.
- 3.51 SPD Design Policy 1 states that buildings should be accessible and inclusive to all. It states that drawings submitted for planning approval should show external access features for detailed approval, showing how internal facilities will cater for different users and how barriers to access will be overcome, as well as showing circulation routes and explaining how accessibility will be managed when the development has come into use. SPD Design Policy 2 refers to entrances into a building and states that any entrances to a building which are above or below street level, or positioned to be street level, should level or the slope should not exceed a gradient of 1 in 20 from the street.
- 3.52 The three main residential entrances are covered and illuminated. Residential Entrances are ramped at 1:23 for a distance of 3.4m which is considered to provide a gentle incline for wheelchair users. 90% of the 110 residential units will be designed to meet Part M4(2) 'accessible and adaptable dwellings', and a further 10% of the apartments (11 units) are designed to meet the needs of a wheelchair user in compliance with Part M4(3). The M4(3) units are distributed across the tenure and mix. Affordable units include a 1 bed 2 person unit, two 2 bed 3 person units, and one 3 bed 5 person unit. The market units will provide two 1 bed 2 person unknit and five 2 bed 4 person units to the M4(3) standard.
- 3.53 All residential lifts are wheelchair accessible and in case of lift service breakdown, North core wheelchair user dwellings will be accessed via the central core where the concierge is located. The central core corridors and north core corridors are linked via access-controlled separating doors.
- 3.54 Stairs and a platform lift are provided in the communal entrance to the commercial space to manage the level change within the site. Accessible WC and showers are provided at each communal commercial entrance based on occupation of 1 staff per 8sqm.

- 3.55 An Inclusive Accessibility Management Plan for the office component and residential components is secured and this is considered reasonable and necessary to secure appropriate accessibility as these design element evolve. Officers consider these provisions satisfy the requirements of the above policies and the proposal is acceptable in accessibility terms.

Design & Townscape

Urban Design

- 3.56 Paragraph 56 of the NPPF states that great importance is attached to the design of the built environment. Paragraph 58 states that planning decisions should aim to ensure that developments 'will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development; establish a strong sense of place, using streetscapes and buildings to create attractive and comfortable places to live, work and visit; optimise the potential of the site to accommodate development, create and sustain an appropriate mix of uses (including incorporation of green and other public space as part of developments) and support local facilities and transport networks; respond to local character and history, and reflect the identity of local surroundings and materials, while not preventing or discouraging appropriate innovation; create safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion; and are visually attractive as a result of good architecture and appropriate landscaping'.
- 3.57 Paragraph 60 of the NPPF states 'Planning policies and decisions should not attempt to impose architectural styles or particular tastes and they should not stifle innovation, originality or initiative through unsubstantiated requirements to conform to certain development forms or styles. It is, however, proper to seek to promote or reinforce local distinctiveness'. Paragraph 63 adds that great weight should be given to outstanding or innovative designs which help raise the design more generally in the area.
- 3.58 London Plan Policy 7.1 requires that all new development is 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.
- 3.59 London Plan Policy 7.2 requires all new development in London to achieve the highest standards of accessible and inclusive design. London Plan Policy 7.3 seeks to ensure that developments reduce the opportunities for criminal behaviour and contribute to a sense of security, without being overbearing or intimidating.
- 3.60 London Plan Policy 7.4 states that 'Buildings, streets and open spaces should provide a high quality design response that: a) has regard to the pattern and grain of the existing spaces and streets in orientation, scale, proportion and mass, b) contributes to a positive relationship between the urban structure and natural landscape features, c) is human in scale, ensuring buildings create a positive relationship with street level activity and people feel comfortable with their surroundings, d) allows existing buildings and structures that make a

positive contribution to the character of a place to influence the future character of the area, and e) is informed by the surrounding historic environment.'

- 3.61 London Plan Policy 7.5 promotes public realm and requires the provision of high quality public realm that is comprehensible at a human scale.
- 3.62 London Plan Policy 7.6 addresses architecture and states that buildings should be of the highest architectural quality which "is often best achieved by ensuring new buildings reference, but not necessarily replicate, the scale, mass and detail of the predominant built form surrounding them, and by using the highest quality materials." Contemporary architecture is encouraged, but it should be respectful and sympathetic to the other architectural styles that have preceded it in the locality".
- 3.63 Policy BE1 of the Core Strategy states that 'Development should create a high quality urban environment that respects and enhances its townscape context and heritage assets. There should be an approach to accessible and inclusive urban design that considers how good design, quality public realm, landscaping and land use can be integrated to help regenerate places. In particular, development throughout the borough should be of the highest standard of design that respects local context and character and should protect and enhance the character, appearance and setting of the borough's conservation areas and its historic environment'.
- 3.64 With regard to tall buildings Policy BE1 states that "Development within the Borough which includes tall buildings which are significantly higher than the generally prevailing height of buildings in the surrounding area, particularly where they have a disruptive and harmful impact on the skyline, will generally be resisted, unless it is demonstrated as part of an urban design strategy that there are townscape benefits and that there is also consistency with the council's wider regeneration objectives."
- 3.65 Policy DM G1 of the DMLP seeks to ensure that new build development to be of a high standard of design and compatible with the scale and character of existing development and its setting. It states that:
- 3.66 "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."

- 3.67 Policy DM G2 of the DMLP 'Tall Buildings' sets out criteria for the assessment of tall building proposals in areas that have been identified in the core strategy as appropriate for tall buildings. These include that tall buildings should have an acceptable relationship to the surrounding townscape context, an acceptable impact on the skyline and locally important views, and have an acceptable impact on the setting of heritage assets. Tall buildings, which are defined as those that are "significantly higher than the general prevailing height of the surrounding townscape" should be of the highest architectural quality and contribute positively to the public realm.
- 3.68 Draft Local Plan Policy Strategic Policy SFRRRA (South Fulham Riverside Regeneration Area) differs from the adopted Core Strategy Policy SFR, with new emphasis on the relationship to the existing context and states, "Proposals for the SFRRRA should: Be sensitively integrated with the existing townscape, ensuring the protection of heritage assets, and respect for the scale of the surrounding residential buildings, particularly to the north of the regeneration area. Building height can be gently stepped up toward the riverside, to provide a presence and give definition to the river frontage. There may be an opportunity for taller buildings at two key focal points at Imperial Wharf Station and Fulham Wharf."
- 3.69 Draft Local Plan Policy DC1 requires all development within the borough including the regeneration areas to create a high quality urban environment that respects and enhances the townscape context and heritage assets. This should be an approach to accessible and inclusive urban design that demonstrates how good design, quality public realm, landscaping, heritage assets and land use can be integrated to help regenerate places.
- 3.70 Draft Local Plan Policy DC2 states that new 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.
- 3.71 Draft Local Plan Policy DC3 refers to tall buildings which are significantly higher than the general prevailing height of the surrounding townscape and which have a disruptive and harmful impact on the skyline, will be resisted by the Council.
- 3.72 In terms of guidance on tall buildings, the joint national guidance produced by Historic England and CABI states that and in the right place tall buildings can make a positive contribution to the identity of areas and the skyline generally, and that they can be excellent works of architecture in their own right. The guidance goes on to say that they can serve as beacons of regeneration.
- 3.73 The site is currently occupied by a 3 storey, modern, brick commercial building with gabled roof and it is not of any significant architectural merit. The ground floor does not actively engage with the public realm. Blank roller shutters form a large part of the eastern elevation and the glazing is reflective preventing views into the building. The scale and design of the building does not provide strong or attractive definition for the east side of William Morris Way and the edge of Imperial Park. In combination, its form, architecture and scale does not make a positive contribution to the emerging character of the Sands End Conservation

Area and there is no objection to its demolition and replacement with a building of higher quality.

- 3.74 The site is rectangular in plan with its long axis set broadly on a north-south alignment, bounded to the south by Watermeadow Lane, the east by William Morris Way and the west by Potters Road. There is no historical context in terms of the built form within the immediate vicinity of the site and the surrounding area has no singular architectural character. The 10 storey Ferryman's Quay apartments in the Regent on the River complex lays to the south east, the 4 storey Watermeadow Court to the west, the 6 storey Arcadian House, part of Imperial Crescent to the north and the large volume of the sports centre buildings to the south. West of Townmead Road and outside of the conservation area the character changes to predominantly Victorian terraced houses. There is a mixture of modern building typologies of different scales and consequently there is no dominant architectural character to respond to and the townscape is largely fragmented. The site lies opposite Imperial Park, with much of its eastern elevation overlooking the park and the river. It is therefore highly visible from the Thames path to the east of the park and from the south bank of the river.
- 3.75 The proposed building is broadly T shaped with the shorter transverse wing orientated along Watermeadow Lane and the longest elevation running parallel to William Morris Way and Potters Road.
- 3.76 The scale and massing of the building has been devised to respond to the form of existing neighbours, the legibility of streets around the plot and the future redevelopment of Watermeadow Court where current proposals include a 9 story building with its mass set away from Imperial Crescent. On William Morris Way, the building alignment is set in the same line as Arcadian House to emphasise the continuity of the street. On its northern side, the proposed building is 4 storeys in height and lower than the adjacent, 6 storey Arcadian House (Imperial Crescent). Along the main axis, the building progressively steps back, in a series of terraces as it rises away from Arcadian House and reaches a height of 10 storeys. In so doing, it will create a transition of scale from Arcadian House to the Ferryman's Quay apartments that reach a similar 10 storey height. In addition, the 7-10th floors are set back from the main elevation to reduce the impact of the mass of the upper floors as experienced in close proximity to the building along William Morris Way. This is the most prominent elevation due to the open space of Imperial Park in front it. Officers consider that the stepped elevation will mass the building towards Ferryman's Quay and mediate successfully between its 6 and 10 storey neighbours as demonstrated in the Townscape Views Impact Assessment. The legibility of the route along William Morris Way will be improved by providing greater scale and positive definition for the street and the edge of the park.
- 3.77 Along Watermeadow Lane, the mass of the building is organised so that the top floors of the central spine are set back above the 8th floor. The massing on the transverse wing also steps back from the 7th floor on the Potters Road elevation and from the 8th floor on the William Morris Way elevation. The Townscape Views Impact Assessment clearly demonstrates that these elevations respond to the scale of the street by reducing the mass of the upper floors and their impact on views in close proximity to the building.

- 3.78 On the Potters Road elevation, the ground floor is set well back from the plot boundary providing space for soft landscaping to define the street edge and emphasise the 3 residential core entrances. The upper floors above that are deeply set back and the 10th floor has a slight recess to reduce its impact and emphasise the top of the building. The massing creates a generous set back that anticipates a greater scale of development and more assertive alignment on the Watermeadow Court site when development comes forward there. In so doing it will ensure that the space across Potters Road between opposing developments will maintain a comfortable but not oppressive degree of enclosure for the street.
- 3.79 The façade concept has a strong primary, continuous linear pattern with white coloured, jesmonite, horizontal banding in reference to the colour of Arcadian House. The strong horizontality is further emphasised by the rounded corners that wrap around the building. Secondary bands contain the fenestration and are clad with bronze coloured metal panels with vertical profiles and grey framed windows and these will contrast with the white horizontal bands. On most elevations balconies are recessed into the façade to provide articulation and further depth. The Design Review Panel recommended that this long façade would benefit from further articulation. The applicants wish to maintain the strong linear feel of the façade but in response they have introduced more variation in the location of the recessed balconies within the upper floors. On the north elevation the articulation changes with balconies projecting from the banding to emphasise the less public and more contained condition of the cul-de-sac.
- 3.80 All corners of the building are curved apart from for the first four adjoining Arcadian House. More curves were introduced as a result of comments from the DRP but they have been retained square corners in this one location to emphasise the continuity of the street frontage with Arcadian House.
- 3.81 At the base of the building, the majority of the frontage to the commercial units have fully glazed facades and these provide a clear base for the building and a contrast to the horizontal bands above. The Design Review Panel commented that the stepped backed massing seems repetitive and finishes abruptly and that the design of the building should be celebrated with a pavilion like structure. In response, the design has been changed to further distinguish it through the use of a lighter colour of metal panel (champagne colour) and with the capping of the top with a band of light composite panel which would be narrower than below. Whilst this solution does not create the level of change suggested by the DRP it does nevertheless create a legible and distinguished top for the building. Officers consider that the stepped backed massing helps to mediate between the height of Arcadian House and Ferryman's Wharf and is therefore a successful part of the design.
- 3.82 There are 3 cores and 3 residential entrances all located on the east side. Office entrances are located on the south and west sides. The full length glazing to most of the ground floor permits views into building. These measures in combination will ensure that the building will contribute much more overlooking and activity to its frontages compared to the existing building.
- 3.83 The Design Review Panel commented that the applicants should ensure successful delivery of quality design on façade materials, detailing, quality and curved glazing. Officers are satisfied that a high quality of materials can be

employed on this building and these will be controlled through the attached conditions. Detailing, including the curved windows will also be controlled through a condition to provide 1:20 detailed sections through typical façade bays.

Townscape and Visual Impact

- 3.84 Policy DM G1 of the DMLP seeks to ensure that new build development to be of a high standard of design and compatible with the scale and character of existing development and its setting and requires that all proposals must be designed to respect the historical context and townscape setting of the site, and its sense of place;
- 3.85 Policy DM G6 of the DMLP 'Views and landmarks of local importance' states that: "Views afforded by the open nature of the boroughs riverfront are important in determining the character of each stretch of the riverside. Many heritage assets are located along the river, and it is important that their setting and relationship with the river is preserved or enhanced. The Council will refuse consent where proposed development in these views would lead to substantial harm to the significance of a designated heritage asset and townscape generally, unless it can be demonstrated that the harm is necessary to achieve substantial public benefits that outweigh the harm caused."
- 3.86 Policy DM G7 of the DMLP states that the Council will 'aim to protect, restore or and enhance the quality, and character, appearance and setting of the borough's conservation areas and its historic environment, including listed buildings, historic parks and gardens, buildings and artefacts of local importance and interest, archaeological priority areas and the scheduled ancient monument'.
- 3.87 The Townscape Views Impact Assessment shows the scheme from a number of view points that were agreed with officers. These show that the building will sit well within the emerging cluster of larger scale residential buildings in this location. The scale and mass are set well away from the low rise Victorian development to the west of Townmead Road and it does not have a negative impact on views along Townmead Road.
- 3.88 The Sands End Conservation Area Profile recognises that this an area in transition and that it offers many opportunities for development. Particular attention should be paid to height, scale and massing of new development and the effect which this has upon the character of the river corridor, upon the quality of the open spaces, and upon views into and out of the conservation area.
- 3.89 Officers consider that the proposal has a positive relationship with the riverside setting and the form of adjacent development and the open space of Imperial Park. As such it is compliant with Policy DM G7 and will enhance the character of the conservation area. In terms of its form and location, detailed architecture, materiality, legibility and the activity of its frontages this will achieve a high quality of design compatible with Policy DM G1.

Amenity Impacts

Daylight/Sunlight

- 3.90 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, in relation to privacy, overshadowing, wind, and microclimate. Policy 7.7 adds that tall buildings should not affect their surroundings adversely in terms of microclimate, wind turbulence, overshadowing, noise, reflected glare, aviation, navigation, and telecommunication interference.
- 3.91 There are no policies specifically about daylight, sunlight or overshadowing either within the DMLP or Core Strategy. Policy DM G1 refers to impact generally and the principles of 'good neighbourliness'. SPD Housing Policy 8 requires amenity of neighbouring occupiers to be protected.
- 3.92 The Mayor's Housing SPG is focused upon residential development, however it does also provide relevant additional commentary and guidance on the London Plan position with regard to sunlight, daylight and overshadowing, in particular with reference to London Plan Policy 7.6. This guidance states that an appropriate degree of flexibility needs to be applied when using BRE guidelines to assess the daylight and sunlight impacts of new development on surrounding properties as well as within new developments themselves.
- 3.93 The BRE Guidelines are typically used to assess daylight and sunlight. The Guideline sets out three methods for assessing daylight into a room including the Vertical Sky Component (VSC) method; plotting of the no-sky line method and the Average Daylight Factor (ADF) method. The introduction to the guide however stresses that it should not be used as an instrument of planning policy and should be interpreted flexibly because lighting is only one design factor for any scheme. Sunlight assessment is based on annual probable sunlight hours (APSH) and winter sunlight hours.
- 3.94 The BRE Guidelines should be applied sensitively to higher density development especially in opportunity areas, town centres, large sites and accessible locations where BRE advice suggests considering the use of alternative targets.
- 3.95 This mirrors the advice with the BRE guidance itself, which states that the advice is not a set of rules to be rigidly applied and should be interpreted flexibly and in particular in city centre and urban locations. The BRE guidance is for application to the UK as a whole, the majority of which is not an urban town centre, and as such the guidance is based on an 'ideal' suburban situation
- 3.96 The Daylight and Sunlight Report submitted with this application has analysed the effects of the proposed development on the daylight and sunlight amenity to the following properties;
- 1-51 Ferryman's Quay (excluding flats which do not face the development)
 - 1-9 Arcadian House
 - 1-4 Imperial Crescent

- Proposed Watermeadow Court redevelopment

1-51 Ferryman's Quay

- 3.97 48 windows facing the proposed development on Ferrymans Quay have been assessed. 34 of the 48 windows will retain a VSC value either above 27% or is at least 0.8 times the former value with the development in place. 10 of the remaining 14 windows have a VSC marginally below the recommended guideline at 0.7 or greater. 9 of the 14 windows are located beneath projecting balconies and as such additional VSC analysis has been undertaken to determine whether the relative loss of daylight is caused by the existing obstruction or the new development. All windows re-tested achieve a VSC value within 0.8 times the former value with one retaining a VSC 0.79 times the former value. All windows are considered to be within or marginally below the recommended VSC value and it is considered there would be no detrimental impact on daylight.
- 3.98 All the 48 windows are oriented within 90 degrees of due north and therefore do not require further assessment with regards to sunlight amenity.

Arcadian House

- 3.99 21 windows face the development site and have been assessed. All 21 windows would remain BRE compliant for daylight amenity. The 8 windows oriented within 90 degrees due south would remain BRE compliant for both annual and winter sunlight. It is noted that some windows would see slight improvements in levels of annual and winter sunlight received.

1-4 Imperial Crescent

- 3.100 72 windows across the four terraced properties have been assessed. All 72 windows assessed would remain BRE compliant for daylight amenity.
- 3.101 All windows face within 90 degrees due south and have been assessed for sunlight amenity using the Annual Probable Sunlight Hours assessment. The vast majority of windows would achieve annual sun levels of 25%, 5% of which would be received during the winter months. Where these target levels are not achieved in either the current or proposed conditions there are no reductions in annual sunlight greater than 4%.
- 3.102 As the proposed development is located south of the rear gardens of these terraces, sunlight amenity testing to determine overshadowing has demonstrated there would be no change to the area of the rear gardens receiving at least two hours of sunlight. The rear garden of 3 Imperial Crescent would see slight improvement.

Proposed Watermeadow Court Redevelopment

- 3.103 A VSC test point analysis has been undertaken on the Watermeadow redevelopment located adjacent to the site on Potters Road. Test points at 5m intervals along the eastern boundary of Watermeadow Court site at a height of 1.6m above ground level were utilised to assess the potential impacts on daylight and sunlight. While not all test points would retain a VSC of 17%, the mean

average achieved is 16.85% which is marginally below the recommended guidance. It is considered that a similar level of daylight will be available to future development on this site. Furthermore, as the proposed development is set-back further from the boundary than the existing Quayside Lodge building, it is considered the development respects the principles of 'good neighbourliness' in line with Policy DM A9 of the DMLP.

- 3.104 Officers consider that the proposed development would not have a detrimental impact on daylight and sunlight to the surrounding existing and future residential buildings. While there are some guideline breaches, it is considered these are minor and would not result in harm from overshadowing.

Privacy and Overlooking

- 3.105 Views to the south and east of the proposed development predominately face Imperial Park and the Harbour Club, and as such would not raise any issues of overlooking or impacts to privacy. To the south-east is Ferryman's Quay which is more than 18m from any new windows, so privacy should be protected. Furthermore, the proposed redevelopment of Watermeadow Court is 18m in distance from the north western façade of the building. Directly north of the site, Arcadian house has no windows facing this elevation.
- 3.106 The terraced properties on Imperial Crescent to the west have rear windows which are approximately 18m distance from the closest windows on the proposed development. As the proposed building form steps back from the fourth floor, this would help reduce negative impacts on privacy.
- 3.107 A majority of the surrounding existing residential development is river or park facing, there should be minimal impacts on views from residential apartments.

Noise

- 3.108 London Plan Policy 7.15 'Reducing and Managing Noise, Improving and Enhancing the Acoustic Environment and Promoting Appropriate Soundscapes';
- 3.109 DMLP Policy DM H9 advises that noise and vibration impacts will be controlled by locating noise sensitive development in appropriate locations and protected against existing and proposed sources of noise through design, layout and materials. Noise generating development will not be permitted if it would materially increase the noise experienced by occupants/users of existing or proposed noise sensitive areas in the vicinity.
- 3.110 No objection was raised by Council's Noise and Nuisance officers to the proposed development. The Planning Noise Report prepared by Sandy Brown demonstrates that the relevant plant noise limits should be set at a lower level thorough the use of tonal or attention catching features. Further detailed assessment will be required and conditioned accordingly.
- 3.111 To meet suitable internal noise levels within the residences, the facades are recommended to be acoustically rated. Further conditions are recommended to

ensure compliance with Policy 7.15 of the London Plan and Policy DM H9 of the DMLP.

Highways and Parking

- 3.112 The NPPF requires that developments which generate significant movement are located where the need to travel would be minimised, and the use of sustainable transport modes can be maximised; and that development should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people.
- 3.113 London Plan Policies 6.1, 6.3, 6.9, 6.10, 6.11, 6.12 and 6.13 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.
- 3.114 Core Strategy Policy T1 supports The London Plan, Policy CC3 requires sustainable waste management. DMLP Policy DM J1 states that all development proposals will be assessed for their contribution to traffic generation and their impact on congestion. DMLP Policies DM J2 set out vehicle parking standards, which brings them in line with London Plan standards and circumstances when they need not be met. DMLP Policy J4 requires at least one blue badge parking space for hotel, retail and leisure customers and one employee or business visitor bay for employment uses. DMLP Policy J5 seeks to increase opportunities for cycling and walking.
- 3.115 Core Strategy Policy CC3 seeks to ensure that the Council 'pursue waste management' facilities within new development, notably through means of 'ensuring that all developments proposed suitable waste and recycling storage facilities'. SPD Transport Policy 34 seeks off-street servicing for all new developments.
- 3.116 Emerging Draft Local Plan Policy T2 relates to transport assessments and travel plans and states "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"
- 3.117 Emerging Draft Local Plan Policies T3, T4, T5 and T7 relate to opportunities for cycling and walking, vehicle parking standards, blue badge holders parking and construction and demolition logistics.

Site Accessibility

- 3.118 The application site falls within a location which has a PTAL of 3 which is classed as moderate using Transport for London's methodology. All public transport modes in London currently available including; National Rail, London Overground and buses, are within walking distance of the application site.

Car Parking

- 3.119 The proposed development includes parking within the basement and the existing car parking spaces along William Morris Way will be kept. The development will largely be car-free, and provides 31 parking spaces, of which 11 will be designated for Blue Badge Holders. This results in a ratio of 0.28 spaces per unit which is within the maximum 0.5 ratio set out in the South Fulham Riverside SPD.
- 3.120 Entry to the basement car park will be from William Morris, via a double access gate opened by a key fob. The basement entrances have a clearance of 2.3m and the basement has a floor to ceiling height of 2.3m. A clearance of 2.6m is recommended to ensure there is headroom within the carpark for hanging objects such as lighting and pipes.
- 3.121 No car parking is provided for the office element of the development, with the weighting of office worker transport by public transport and sustainable travel modes. There are a number of existing pay and display parking spaces within close proximity to the site.
- 3.122 A total of 4 motorcycle parking spaces are also provided within the basement in accordance with SPD Transport Policy 11.
- 3.123 Electric vehicle charging points will be provided within the basement. A total of 12 spaces will have electric vehicle charging points from day one, and a further 20% will have passive provision for future use. The demand for electric vehicle charging points will be monitored as part of the Travel Plan and passive provision can be made active where demand is demonstrated.

Cycle Parking

- 3.124 The development provides 178 secure basement cycle parking spaces, within several secure storage areas at basement level. These are accessed via a cycle lift from the South Core.
- 3.125 There is a secure storage area for the office cycle parking (22 spaces) at ground floor to the northern edge of the building accessed off William Morris Way. Visitor parking will be provided by Sheffield stands located on William Morris Way and Potters Road that accommodate 14 spaces. This provision exceeds the standards outlined within the London Plan. There is also a Santander cycle hire docking station on William Morris Way within 150m of the site.

Pedestrians

- 3.126 The pedestrian entrances for the residential apartments are located off William Morris Way and Potters Road. These entrances are from designated footpaths along these roads. The office entrances are from William Morris Way and Watermeadow Lane, which also benefit from designated footpaths. The pedestrian network in the vicinity of the site is comprehensive with footways and street lighting provided on surrounding streets. The Thames Path is to the east of the site, with Imperial Park to the north, which offer off-road footpath connections to Imperial Wharf Station.

Trip generation

3.127 Raw modal split data from the 2011 census has been used to derive the modal split and has then been applied to the total person trips, to determine how many trips are likely to be undertaken by each mode. The results are presented in Table 5.5 and 5.6 below.

Method Of Travel to Work	AM Peak (0800-0900)		PM Peak (1800-1900)	
	Arrive	Depart	Arrive	Depart
Underground, metro, light rail, tram	3	14	7	4
Train	1	4	2	1
Bus, minibus or coach	2	8	4	2
Taxi	0	1	0	0
Motorcycle, scooter or moped	0	2	1	0
Driving a car or van	2	7	4	2
Passenger in a car or van	0	0	0	0
Bicycle	1	4	2	1
On foot	2	6	3	2
Other method of travel to work	0	1	1	0
TOTAL	11	47	24	13

Table 5.5 - Residential Trip Generation by Mode

Method Of Travel to Work	AM Peak (0800-0900)		PM Peak (1800-1900)	
	Arrive	Depart	Arrive	Depart
Underground, metro, light rail, tram	5	-	-	5
Train	5	-	-	5
Bus, minibus or coach	3	-	-	3
Taxi	0	-	-	0
Motorcycle, scooter or moped	1	-	-	1
Driving a car or van	7	-	-	7
Passenger in a car or van	0	-	-	0
Bicycle	2	-	-	2
On foot	3	-	-	3
Other method of travel to work	0	-	-	0
TOTAL	26	-	-	26

Table 5.6 - Office Trip Generation by Mode

3.128 The Councils Highways and Transport officer is satisfied with the trip generation information provided.

Delivery and Servicing

- 3.129 An outline delivery and servicing plan has been submitted as a part of this planning application. It has been noted that all delivery and servicing generated by the proposed development is to take place on the public highway. Existing parking bays and sections of highway which have single yellow line restrictions will be utilised for deliveries. The current delivery restriction hours are unlikely to affect the proposed delivery activity of the site, which is likely to take place within the unrestricted daytime hours along Potters Road. There is also a pick up/drop off point on Potters Road to allow for taxi and wheelchair drop off.

Demolition and Construction

- 3.130 A Construction and Logistics Plan proforma has been submitted with this application. Further details will be required and are secured through condition.

Travel Plan

- 3.131 The submitted Travel Plan failed TfL's ATTrBuTe assessment. This is because it did not include clear objectives, no commitment for future users to develop their own travel plans, information on securing the Travel Plan and clarification on availability of funding for the monitoring of the travel plan. A revised Travel Plan should be submitted for approval and secured by s106 agreement prior to first occupation.

Refuse and Recycling

- 3.132 A Site Wide Waste Management Plan (SWMP) has been submitted which dedicates waste storage facilities for both the residential and commercial uses with access directly onto William Morris Way. The collection will take place from William Morris Way and the bins transported from the basement car park via a bin lift. This strategy is considered acceptable in accordance with Policy DM A9 of the DMLP.

Crime Prevention

- 3.133 Policy 7.3 of the London Plan advises that new development should seek to create safe, secure and appropriately accessible environments.
- 3.134 Core Strategy Policy BE1 advises that developments throughout the borough should be designed to enhance community safety and minimise the opportunities for crime. DMLP Policy DM A9 refers to a safe and secure environment whilst Policy DM G1 requires new development to respect the principles of Secure by Design.
- 3.135 The proposed development will increase active and passive surveillance within the area, with access to the residential and office blocks from all three adjoining roads. Furthermore, the use of the ground floor for office with upper floors residential will increase the 24 hour use of the site. It is envisaged that entrances would have CCTV provision and landscaping at the ground floor would retain privacy while also allowing for continued casual surveillance and in accordance with secure by design principles.

3.136 The development will also be required to achieve Secure by Design accreditation by condition. As such officers consider that the proposal has complied with the requirements of adopted policy and is acceptable subject to securing the required accreditation.

Environment and Ecology

Sustainability and Energy

- 3.137 As required by the NPPF, the application proposes to incorporate design features in order to reduce on-site carbon emissions through the implementation of energy efficiency and low carbon energy generation technologies. Wider sustainability measures are also planned to help reduce resource use, minimise waste generation and mitigate pollution impacts.
- 3.138 The proposal has been considered against Policies 5.1, 5.2, 5.3, 5.6, 5.7, 5.8, 5.9, 5.11, 5.12, 5.13, 5.14, 5.15, and 7.19 of the London Plan and Policies CC1 and CC2 of the Core Strategy which promote sustainable design, adaption to climate change and carbon emissions reductions, together with DMLP Policies DM H1 and DM H2.
- 3.139 SPD Sustainability Policy 25 requires major planning applications to provide details of how use of resources will be minimised during construction and Policy 29 requires submission of a detailed energy assessment.
- 3.140 An Energy and Sustainability Statement has been provided with the application. A pre assessment of the Home Quality Mark was undertaken and the development achieved '3 stars' which is considered acceptable. The office component was assessed using BREEAM New Construction (NC) 2014 and has been targeted to achieve 'Excellent' rating. The proposed sustainable design technologies to be incorporated into the development include; materials will be influenced by the BRE Green Guide to Specification; reuse of secondary aggregates from demolition, thermal insulation materials to achieve a Green Guide rating of A or A+, responsible sourcing of materials, maximum indoor water consumption of 105L per person per day and recycled waste collection. Other initiatives are detailed in the report.
- 3.141 Extensive energy efficiency measures along with Low and Zero Carbon applications will be incorporated into the proposed development. The design will achieve regulated carbon dioxide savings of 36.2% relative to a New-Build Part L1A 2014, for the residential areas, and carbon off-set payment towards a zero carbon compliant development; overall carbon dioxide savings of 33.8% relative to a new build Part L2A 2013 compliant development for the non-domestic areas; BREEAM 'Excellent' rating for the office and Home Quality Mark '3 Star' rating.
- 3.142 The proposed development will achieve reduction in CO₂ through various measures such as façade optimisation, daylight optimisation, low energy lighting, high efficiency chillers and through active design features such as utilising low energy appliances, utilisation of a CHP and inclusion of PV cells and other available.

- 3.143 Domestic areas are to achieve zero carbon, while non-domestic areas should achieve a 35% reduction. Due to the shortfall of the development the carbon offset payment has been calculated at £131,588 which will be secured through a s106 agreement.
- 3.144 Subject to the resubmission of a revised Energy and Sustainability statement and the inclusion of the carbon payment in the s106 agreement, officers therefore consider that the proposed development accords with Policies 5.1, 5.2, 5.3, 5.6, 5.7, 5.8, 5.9, 5.11, 5.12, 5.13, 5.14, 5.15 and 7.19 of the London Plan, Policies CC1 and CC2 of the Core Strategy, Policies DM H1 and H2 of the DMLP and Sustainability Policy 25 and Policy 29.

Flood Risk and Drainage

- 3.145 The NPPF states that inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk, but where development is necessary, making it safe without increasing flood risk elsewhere.
- 3.146 London Plan Policies 5.11, 5.12, 5.13, 5.14 and 5.15 require new development to comply with the flood risk assessment and management requirements of national policy, including the incorporation of sustainable urban drainage systems, and specifies a drainage hierarchy for new development.
- 3.147 Core Strategy Policy CC1 requires that new development is designed to take account of increasing risks of flooding. Core Strategy Policy CC2 states that new development will be expected to minimise current and future flood risk and that sustainable urban drainage will be expected to be incorporated into new development to reduce the risk of flooding from surface water and foul water.
- 3.148 DMLP Policy DM H3 requires developments to reduce the use of water and minimise current and future flood risk by implementing a range of measures, such as sustainable drainage systems (SuDS) where feasible and also the use of water efficient fittings and appliances. SPD Sustainability Policies 1 and 2.
- 3.149 The site is identified within the Environment Agency's Flood Zone 3, and as such a Flood Risk Assessment has been submitted. The site is protected up to the 1 in 1000 year standard from tidal and fluvial sources assuming normal operation of the existing Thames Tidal Defences. While the site is located on the edge of the breach flood extent, with a low probability the development has been designed to ensure it can be occupied safely.
- 3.150 The more vulnerable residential uses are located on the first floor and as such would be 2.77m above the breach floor level. The less vulnerable office use could be subject to a flood depth of 420mm and the gym use within the basement could be flooded to ceiling height. Users of the office would be able to travel west towards the higher ground on Potters Road which is 180mm above the breach flood level, with basement users able to move up to the ground floor via one of the three stair cores to Potters Road.

- 3.151 The risk of flooding from pluvial, groundwater and artificial sources has been found to be low. The existing runoff rate has been calculated to be 44.2 L/s, and would be restricted to 22.1 L/s in accordance with the London Plan. Based on this restriction approximately 141 cubic metres of attenuation would be required through the incorporation of attenuation tanks on site.
- 3.152 Appropriate treatment would be incorporated into the drainage system to ensure that the quality of water discharged is acceptable. This would be achieved through the incorporation of green and brown roofs, potentially a biomat filtration system, downstream defender or other hard engineered solutions. Sustainable drainage systems would be privately maintained for the lifetime of the development to ensure they remain fit for purpose and function appropriately. Further detailed design of the Sustainable drainage system is secured by condition.
- 3.153 Subject to the submission of details by way of condition of further details being provided on flood proofing measures to be implemented as well as a Surface Water Drainage Strategy officer's consider that the proposed development would therefore be acceptable in accordance with Policies 5.11, 5.13, 5.14 and 5.15 of the London Plan, policy requiring flood risk assessment and development to mitigate flood risk, Policies CC1 and CC2 of the LBHF Core Strategy which requires development to minimise future flood risk and Policy DM H3 of the LBHF DMLP together with SPS Sustainability Policies 1 and 2.

Ecology/Trees

- 3.154 The NPPF, at section 11, states that when determining planning applications authorities should aim to conserve and enhance biodiversity.
- 3.155 Policy 5.11 of the London Plan supports the provision of green roofs within new development as a way of enhancing habitat diversity within London. Policy 7.19 seeks the enhancement of London wide biodiversity and states that development proposals, where possible, should make a positive contribution to the protection, enhancement, creation and management of biodiversity. London Plan Policy 7.21 seeks the retention of existing trees of value with new development, and their replacement when lost.
- 3.156 Core Strategy Policy OS1 states that the Council's objective to protect and enhance biodiversity in the Borough.
- 3.157 DMLP Policy DM E1 sets out the objective the enhance existing open space and that development on open space not identified within the Core Strategy should be refused where that land either on its own or cumulatively contributes to local biodiversity unless:
"the proposed development would release a site for built development needed to realise a qualitative gain for the local community in pursuance of other physical, social and economic objectives of the Core Strategy and provision is made for replacement of open space of equal or greater value elsewhere."
- 3.158 DMLP Policy DM E4 states that the Council will seek to enhance biodiversity and green infrastructure in the borough by maximising and protecting garden space, soft landscaping, green roofs, and other planting within new development

together with seeking to prevent removal of or mutilation of protected trees and seeking retention of existing trees and provision of new trees on development sites.

- 3.159 The site is not subject to any statutory nature conservation designations and no statutory sites are present within 1km of the site. The site is within the Impact Risk Zone of the Barn Elms Wetland Centre SSSI located 3km west of the site. The proposed development does not fall into the any category that requires consultation with Natural England.
- 3.160 The site currently has small areas of introduced shrub, amenity grassland and scattered trees. The site was found to comprise a limited range of commonly occurring and widespread habitats, but were suitable for roosting and foraging bats and the house sparrow and other widespread bird species. The removal of the existing habitat will be mitigated through the provision of soft landscaping and green roofs on site.
- 3.161 To ensure there are no impacts on bat species a Bat survey between May-August is required. Removal of trees and shrubs should take place between September to February to avoid disruption to breeding birds, but where this is not possible checks for nesting birds should be carried out 48 hours prior to vegetation clearance.
- 3.162 A preliminary roost assessment was undertaken on site and no bats were recorded emerging from the building. It is recommended that habitat creation through biodiverse roofs and the erection of bat boxes on site will enhance the site for bats post-development. The inclusion of bat and bird boxes has been conditioned.
- 3.163 The existing value of the habitat is extremely limited and can be appropriately enhanced by way of the landscaping details to be submitted. Further enhancement of habitats on site has also been conditioned. As such the proposal is considered to be in accordance with the NPPF, London Policies 5.11 and 7.19, Core Strategy Policy OS1, DMLP Policies DM E1, DM E3 and DM E4.

Air Quality

- 3.164 LBHF was designated as an Air Quality Management Area (AQMA) in 2000 for two pollutants - Nitrogen Dioxide (NO₂) and Particulate Matter (PM₁₀). The main local sources of these pollutants are road traffic and buildings (gas boiler emissions).
- 3.165 NPPF Paragraph 124 relates to air quality and it states planning decisions should ensure that any new development in air Quality Management Areas is consistent with the local air quality action plan.
- 3.166 Policy 7.14 of the London Plan seeks that development proposals minimise pollutant emissions and promote sustainable design and construction to reduce emissions from the demolition and construction of the buildings; not worsen existing poor quality air quality. Where additional negative air quality impacts from a new development are identified, mitigation measures will be required to ameliorate these impacts. This approach is consistent with paragraphs 120 and

124 of the NPPF. Further the Mayor of London's Air Quality Strategy provides a framework of policy which aims to improve air quality in London.

3.167 Core Strategy Policy CC4 explains that the Council will reduce levels of local air pollution and improve air quality in line with the national air quality objectives.

3.168 DMLP Policy DM H8 states the Council will seek to reduce the potential adverse air quality impacts of new major developments by:

- Requiring all major developments to provide an air quality assessment that considers the potential impacts of pollution from the development on the site and on neighbouring areas and also considers the potential for exposure to pollution levels above the Government's air quality objective concentration targets;
- Requiring mitigation measures to be implemented to reduce emissions, particularly of nitrogen oxides and small particles, where assessments show that developments could cause a significant worsening of local air quality or contribute to exceedances of the Government's air quality objectives; and
- Requiring mitigation measures that reduce exposure to acceptable levels where developments are proposed that could result in the occupants being particularly affected by poor air quality.

3.169 The impact of transport emissions during the demolition, construction, and energy plant emissions during the operational phase will have an impact on local air quality. The development site is within the borough wide Air Quality Management Area and the will introduce additional receptors into an area of poor air quality.

3.170 The on-road and off-road vehicle emissions from the demolition and construction phases of the development will have a significant impact on local air quality. It is proposed that an Air Quality Dust Management Plan is secured by condition in addition to the Construction Logistics Plan and Servicing and Deliveries Plan and that these must include how ultra-low emissions vehicles (non-diesel) will be used during the demolition and construction phases to minimise the impact of these vehicle emissions on local air quality.

3.171 In respect to the mitigation of air quality impacts during the operational phase of the development, details of a Low Emission Strategy and details of the Ultra-Low NOx Gas fired boilers, Combined Heat and power (CHP) Plant are also required to be submitted for approval by condition.

3.172 Officers consider that subject to the conditions mentioned above the development meets with policy requirements. Officers therefore consider that the proposed development accords with London Plan Policy 7.14, LBHF Core Strategy Policy CC4 and LBHF DMLP Policy DM H8 and that there are no material considerations which indicate that planning permission should not be granted.

Land Contamination

- 3.173 National Planning Policy Framework paragraph 121 states planning decisions should ensure that the site is suitable for its new use taking account of ground conditions and after remediation the land should not be capable of being determined as contaminated land.
- 3.174 Policy 5.21 of the London Plan 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.
- 3.175 Core Strategy Policy CC4 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.
- 3.176 DMLP Policy DM H7 states 'When development is proposed on or near a site that is known to be, or there is good reason to believe may be, contaminated, or where a sensitive use is proposed, an applicant should carry out a site assessment and submit a report of the findings in order to establish the nature and extent of the contamination. Development will not be permitted unless practicable and effective measures are to be taken to treat, contain or control any contamination so as not to:
- i. expose the occupiers of the development and neighbouring land uses including, in the case of housing, the users of gardens to unacceptable risk;
 - ii. threaten the structural integrity of any building built, or to be built, on or adjoining the site;
 - iii. lead to the contamination of any watercourse, water body or aquifer; and
 - iv. cause the contamination of adjoining land or allow such contamination to continue.
- 3.177 Any application will be assessed in relation to the suitability of the proposed use for the conditions on that site. Any permission for development will require that the measures to assess and abate any risks to human health or the wider environment agreed with the authority must be completed as the first step in the carrying out of the development.
- 3.178 SPD Amenity Policies 2, 3, 4, 5, 7, 8, 12, 13, 14 and 15 deal with contamination. Policy 16 sets out the common submission requirements for planning conditions relating to contamination and Policy 17 deals with sustainable remediation.
- 3.179 A Preliminary Environmental Risk Assessment has been submitted and Council officers consider this acceptable, however more detailed site investigation work is required to be submitted as part of the Preliminary Risk Assessment secured by condition. While it is identified the site is likely to be contaminated, conditions will be placed on the application to ensure this is appropriately identified prior to commencement of any works and remediated accordingly on site.

Economic Considerations

- 3.180 A key consideration within the NPPF is the desire to secure economic growth in order to create jobs and prosperity along with securing the wellbeing of communities.

- 3.181 London Plan Policy 4.1 relates to London's economy and states "The Mayor will work with partners to: promote and enable the continued development of a strong, sustainable, and increasingly diverse economy across all parts of London, ensuring the availability of sufficient and suitable workspaces in terms of type, size, and cost, supporting infrastructure and suitable environments for larger employers and small and medium sized enterprises, including the voluntary and community sectors."
- 3.182 Policy 4.12 of the London Plan and Core Strategy Policy LE1 both require strategic development proposals to support local employment, skills development, and training initiatives.
- 3.183 Strategic Policy B of the Core Strategy stipulates Hammersmith Town Centre as the preferred office location within the borough and the Council will encourage major office based development. New visitor accommodation should be directed to the three town centres and employment uses that recognise the existing strengths of the borough, including creative industries are encouraged.
- 3.184 DMLP Policy DM B3 states the council will seek appropriate employment and training initiatives for local people of all abilities in the construction of major developments and in larger employment generating developments, including visitor accommodation and facilities when these are completed.
- 3.185 Emerging Draft Local Plan Policies E1 and E2 relate to the provision of a range of employment uses and the retention of land and premises capable of providing accommodation for employment or local services. Emerging Draft Local Plan Policy E4 relates to Local Employment, Training and Skills Development Initiatives and requires the provision of appropriate employment and training initiatives.
- 3.186 The proposed development retains employment floorspace at ground floor, which would be available for use by small to medium businesses. This will also allow local residents to work within this development on completion.
- 3.187 To ensure that local people can access employment during construction, the Council is keen to set in place mechanisms that produce tangible benefits to local residents which will be secured in the s106 agreement. It is therefore considered that arising from employment and training initiatives the proposal has the potential to bring significant benefits to the local area. In this regard officers consider that the proposal is not contrary to the development plan as a whole and that there are no material considerations which indicate why planning permission should be withheld.

S106 and Community Infrastructure Levy

- 3.188 Mayoral CIL came into effect in April 2012 and is a material consideration to which regard must be had when determining this planning application. This development would be subject to a London-wide community infrastructure levy. This would contribute towards the funding of Crossrail, and further details are available via the GLA website at www.london.gov.uk. The GLA expect the

Council, as the collecting authority, to secure the levy in accordance with Policy 8.3 of The London Plan.

- 3.189 LBHF CIL came into effect on 1 September 2015. This means that CIL liable development proposals approved on or after 1 September will need to pay the borough CIL as well as Mayoral CIL. The LBHF CIL Charging Schedule identifies the type of developments liable to pay Borough CIL.
- 3.190 The Community Infrastructure Levy Regulations state that planning obligations may only constitute a reason for granting planning permission for the development if the obligation is:
- necessary to make the development acceptable in planning terms;
 - directly related to the development; and
 - fairly and reasonably related in scale and kind to the development.
- 3.191 The National Planning Policy Framework provides guidance for local planning authorities in considering the use of planning obligations. It states that 'authorities should consider whether otherwise unacceptable development could be made acceptable through the use of conditions or planning obligations and that planning obligations should only be used where it is not possible to address unacceptable impacts through a planning condition'.
- 3.192 Policy 8.2 of the London Plan states that: 'When considering planning applications of strategic importance, the Mayor will take into account, among other issues including economic viability of each development concerned, the existence and content of planning obligations. Development proposals should address strategic as well as local priorities in planning obligations. Affordable housing and other public transport improvements should be given the highest importance'. It goes on to state: 'Importance should also be given to tackling climate change, learning and skills, health facilities and services, childcare provisions and the provision of small shops.'
- 3.193 In the context of the above, Chapter 9 of the Core Strategy states that 'the council will implement the policies and proposals of the Core Strategy and seek to ensure that the necessary infrastructure is secured to support regeneration by, inter alia, negotiating Section 106 obligations'.
- 3.194 The Mayoral CIL has been calculated at £406,648.77.
- 3.195 Emerging Local Plan Policy INFRA1 (Planning Contributions and Infrastructure Planning) states: 'The Council will seek planning contributions to ensure the necessary infrastructure to support the Local Plan is delivered using two main mechanisms:

Community Infrastructure Levy

The Council will charge CIL on developments in accordance with the CIL Regulations (as amended) and the LBHF CIL Charging Schedule.

The Council will spend CIL on:

- infrastructure in accordance with the H&F Regulation 123 (R123) List;

- projects identified for 'Neighbourhood CIL'; and
- CIL administration expenses (no more than the statutory cap).

Section 106 Agreements ('S106s')

The Council will seek to negotiate S106s, where the S106 'tests' are met, for:

- the provision of infrastructure projects or types not specified on the R123 List (through either financial contributions or 'in kind' delivery); and
- non-'infrastructure' provisions, such as for affordable housing (see policy H03) and S106 monitoring expenses.'

3.196 The LBHF CIL Charging Schedule identifies a number of exceptions to the R123 List where the Council intends to negotiate S106 obligations to secure the provision of infrastructure. Two of the identified exceptions are:

- Provision of infrastructure which is required to ensure compliance by a development with a policy of the Development Plan and any relevant SPDs which specifically requires provision on the relevant site: and
- An item of infrastructure or the improvement, replacement, operation or maintenance of any infrastructure) that is specifically required to make a planning application acceptable (subject to there being no more than 5 planning obligations (already entered into since April 10) for that item at the time).

3.197 The application involves the redevelopment of a vacant and uninhabitable site to provide a high quality residential scheme within South Fulham Riverside Regeneration Area. The planning obligations set out in the heads of terms are therefore considered necessary to make the development acceptable in planning terms, they are related to the development and fairly and reasonable in scale and kind to the development. A Section 106 agreement is therefore required to ensure the proposal is in accordance with the statutory development plan and to secure the necessary infrastructure to mitigate the needs of the proposed development.

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

3.199 The Section 106 agreement will include triggers requiring the payment of contributions to coincide with development/occupation, in order for the impacts arising from the development to be appropriately mitigated. A review mechanism is secured as per the council's Draft Local Plan Viability Protocol.

3.200 The Heads of Terms agreed with the applicant specific to the application are detailed and will form the basis of progressing with the preparation of the Section 106 Agreement.

Heads of Terms

3.201 To mitigate the impact of the development the following heads of terms are secured:

- Tenure of affordable housing
- Provision of wheelchair units
- Viability Review mechanism
- Travel Plan/s within review periods at years 1, 3 and 5 and monitoring fee of £3,000.
- S278 agreement for highway works
- No Residential Parking Permits
- Carbon off-set payment
- Local procurement for the construction phase
- Employment and training opportunities

4.0 RECOMMENDATION

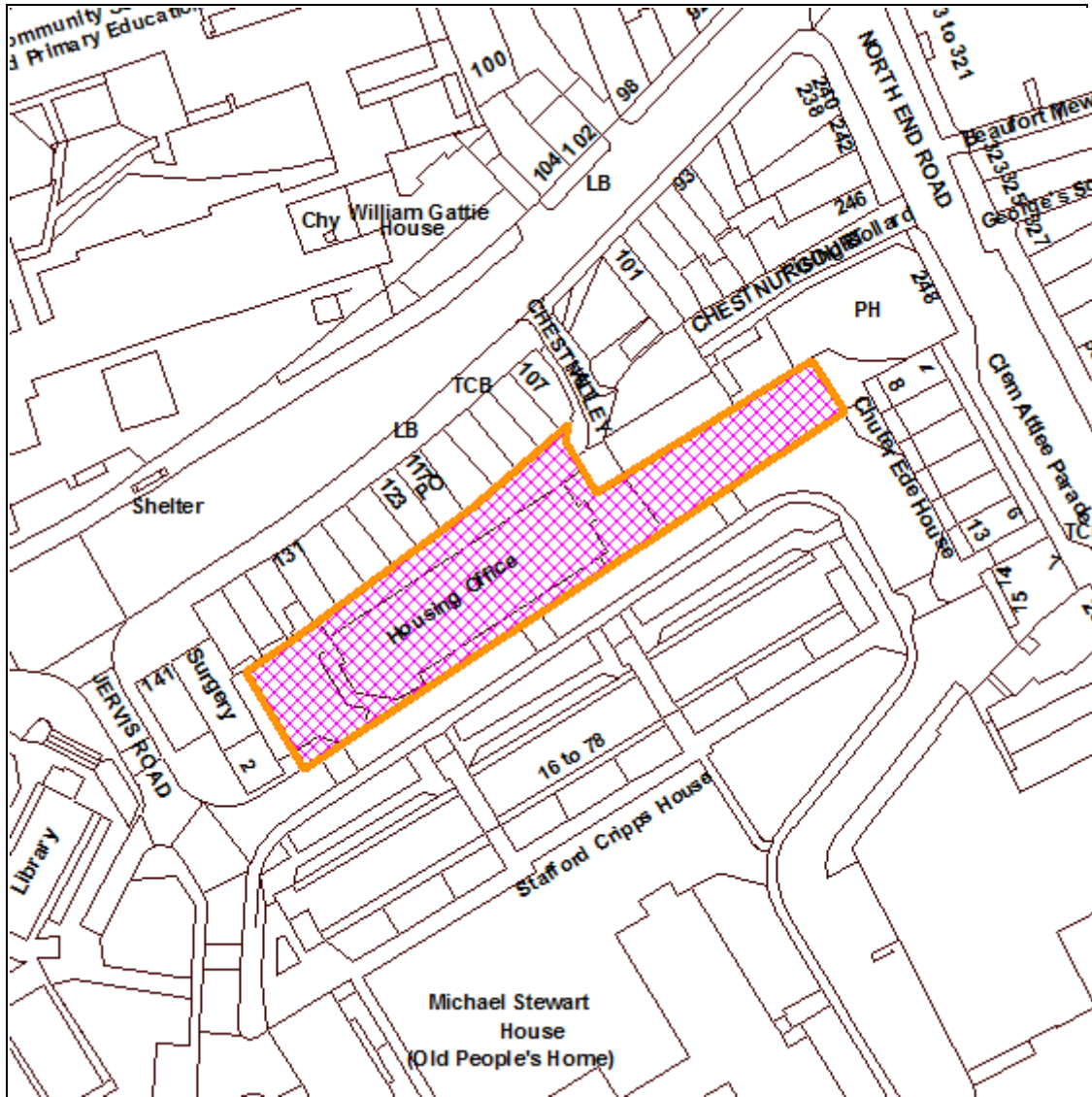
4.1 Officers consider that the proposed 110 residential units with ground floor office space (1,095sqm) will be a positive addition to the area and retain employment while offering increased housing within the borough.

4.2 The design is considered by officers to be of a very high standard that would enhance and preserve the conservation area and provide residential units in excess of policy requirements with a large private amenity spaces. The level of parking provided is considered acceptable in this location. The proposal assists in realising the aims and objectives of the South Fulham Riverside Regeneration Area.

Ward: Fulham Broadway

Site Address:

Fulham North Area Housing Office Clem Attlee Court Lillie Road
London SW6 7RX



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

Reg. No:
2017/03700/FUL

Case Officer:
John Sanchez

Date Valid:
25.09.2017

Conservation Area:

Committee Date:
09.01.2018

Applicant:

Ms Donna Samson
Mulliner House Flanders Road Chiswick London
W4 1NN

Description:

Demolition of existing building and the erection of a part three, part five storey building; comprising up to 436 sqm (GEA) Class B1 office floor space at ground floor level and 30 (Class C3) residential units across all levels; and associated works including a communal amenity space, hard and soft landscaping, refuse storage, car and cycle parking and an electricity substation.

Drg Nos: As listed in Condition 2 below

Application Type:

Full Detailed Planning Application

Officer Recommendation:

1) That the Committee resolve that the Director for Regeneration, Planning and Housing Services be authorised to determine the application and grant permission upon the completion of a satisfactory legal agreement and subject to the conditions listed below.

2) To authorise the Director for Regeneration, Planning and Housing Services after consultation with the Director of Law and the Chair of the Planning and Development Control Committee to make any minor changes to the proposed conditions or heads of terms of the legal agreement, any such changes shall be within their discretion.

1) Time Limit:

The development hereby permitted shall not commence later than the expiration of 3 years beginning from 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) Drawings:

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

Drwg Nos: M9236_APL001: APL004; APL005; APL006; APL007; APL008; APL009 (Nov. 2017); APL0010 (Nov. 2017); APL0011 (Nov. 2017); APL0012 (Nov. 2017); APL0013; APL0014_B (Nov.2017); APL0015 (Nov. 2017); APL0016 (Nov. 2017); APL0017 (Nov. 2017); APL0018 (Nov. 2017) and Clem Attlee Phase O Plot Schedule_Rev. B

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 Hammersmith and Fulham Core Strategy (2011) and policy DM G1 of the Development Management Local Plan (July 2013).

3) Demolition Management Plan and a Demolition Logistics Plan:

The development hereby permitted shall not commence until a Demolition Management Plan and a Demolition Logistics Plan have been submitted to and approved in writing by the Local Planning Authority. These shall include details of the proposed control measures and monitoring for noise, vibration, lighting, a dust management plan in accordance with the Mayor's SPG, 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. The details shall also include the numbers, size and routes of demolition vehicles, any vehicle holding areas, access arrangements and delivery locations on the site, details of a Low Emission Vehicle Strategy, 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. The Demolition Management Plan and Demolition Logistics Plan shall be implemented in accordance with the approved details throughout the relevant project period.

To ensure that appropriate steps are taken to limit the impact of the proposed demolition works on the operation of the public highway, the amenities of local residents and the area generally, in accordance with policies 5.18, 5.19 and 7.14 of the London Plan, policies CC1, CC4 and T1 of the Hammersmith and Fulham Core Strategy (2011), Policies DM H1, DM H2, DM H5, DM H8, DM H9, DM H11, DM J1 and DM J6 of the Development Management Local Plan (July 2013) and SPD Amenity Policy 26 of the Planning Guidance Supplementary Planning Document (July 2013).

4) Construction Management Plan and detailed Construction Logistics Plan:

The development hereby permitted shall not commence (save for demolition and site clearance works) until a Construction Management Plan and a detailed Construction Logistics Plan have been submitted to and approved in writing by the Local Planning Authority. These shall include details of the proposed control measures and monitoring for noise, vibration, lighting, a dust management plan in accordance with the Mayor's SPG, 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. The details shall also include the numbers, size and routes of construction vehicles, any vehicle holding areas and access arrangements, delivery locations on the site, details of a Low Emission Vehicle

Strategy, 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. The Construction Management Plan and detailed Construction Logistics Plan shall be implemented in accordance with the approved details throughout the relevant project period.

To ensure that appropriate steps are taken to limit the impact of the proposed demolition works on the operation of the public highway, the amenities of local residents and the area generally, in accordance with policies 5.18, 5.19 and 7.14 of the London Plan, policies CC1, CC4 and T1 of the Hammersmith and Fulham Core Strategy (2011), policies DM H1, DM H2, DM H5, DM H8, DM H9, DM H11, DM J1 and DM J6 of the Development Management Local Plan (July 2013) and SPD Amenity Policy 26 of the Planning Guidance Supplementary Planning Document (July 2013).

5) Hoardings:

No development shall commence until a scheme for temporary fencing and/or enclosure of the site has been submitted to and approved in writing by the Local Planning Authority, and the temporary fencing and/or enclosure has been erected in accordance with the approved details. The temporary fencing and/or enclosure shall thereafter be retained for the duration of the demolition and building works in accordance with the approved details. No part of the temporary fencing and/or enclosure of the site shall be used for the display of advertisement hoardings.

To ensure a satisfactory external appearance and to prevent harm to the street scene and public realm, in accordance with Policies 7.1 and 7.6 of the London Plan, Policy BE1 of the Hammersmith and Fulham Core Strategy (2011) and policy DM G1 of the Development Management Local Plan (July 2013).

6) Contamination - Preliminary Risk Assessment:

No development shall commence until a preliminary risk assessment report is submitted to and approved in writing by the Local Planning Authority. This report shall comprise: a desktop study which identifies all current and previous uses at the site and surrounding area as well as the potential contaminants associated with those uses; a site reconnaissance; and a conceptual model indicating potential pollutant linkages between sources, pathways and receptors, including those in the surrounding area and those planned at the site; and a qualitative risk assessment of any potentially unacceptable risks arising from the identified pollutant linkages to human health, controlled waters and the wider environment including ecological receptors and building materials. All works must be carried out in compliance with the approved details 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. The 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, and in accordance with Policy 5.21 of the London Plan, Policy CC4 of the Hammersmith and Fulham Core Strategy (2011),

Policies DM H7 and DM H11 of the Development Management Local Plan (July 2013) and SPD Amenity policies 2-17 of the Planning Guidance Supplementary Planning Document (July 2013).

7) Contamination - Site Investigation Scheme:

No development shall commence until a site investigation scheme is submitted to and approved in writing by the Local Planning Authority. This scheme shall be based upon and target the risks identified in the approved preliminary risk assessment and shall provide provisions for, where relevant, the sampling of soil, soil vapour, ground gas, surface and groundwater. All works must be carried out in compliance with the approved details 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. The 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, and in accordance with Policy 5.21 of the London Plan, Policy CC4 of the Hammersmith and Fulham Core Strategy (2011), Policies DM H7 and DM H11 of the Development Management Local Plan (July 2013) and SPD Amenity policies 2-17 of the Planning Guidance Supplementary Planning Document (July 2013).

8) Contamination - Quantitative Risk Assessment:

Unless the Local Planning Authority agree in writing that a set extent of development must commence to enable compliance with this condition, no development shall commence until (following a site investigation undertaken in compliance with the approved site investigation scheme) a quantitative risk assessment report is submitted to and approved in writing by the Local Planning Authority. 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 the approved details 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. The 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, and in accordance with Policy 5.21 of the London Plan, Policy CC4 of the Hammersmith and Fulham Core Strategy (2011), Policies DM H7 and DM H11 of the Development Management Local Plan (July 2013) and SPD Amenity policies 2-17 of the Planning Guidance Supplementary Planning Document (July 2013).

9) Contamination - Remediation Method Statement:

Unless the Local Planning Authority agree in writing that a set extent of development must commence to enable compliance with this condition, no development shall commence until a remediation method statement, if required, is submitted to and approved in writing by the Local Planning Authority. 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 the approved details 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. The 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, and in accordance with Policy 5.21 of the London Plan, Policy CC4 of the Hammersmith and Fulham Core Strategy (2011), Policies DM H7 and DM H11 of the Development Management Local Plan (July 2013) and SPD Amenity policies 2-17 of the Planning Guidance Supplementary Planning Document (July 2013).

10) Contamination - Verification Report:

Unless the Local Planning Authority agree in writing that a set extent of development must commence to enable compliance with this condition, no development shall commence until the approved remediation method statement has been carried out in full if required, and a verification report confirming these works has been submitted to, and approved in writing, by the Local Planning Authority. 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 appropriate waste Duty of Care documentation and the validation of gas membrane placement. If, during development, contamination not previously identified is found to be present at the site, the Local Planning Authority is to be informed immediately and no further development (unless otherwise agreed in writing by the Local Planning Authority) 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 Local Planning Authority. Any required remediation shall be detailed in an amendment to the remediation method statement and verification of these works included in the verification report. All works must be carried out in compliance with the approved details 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. The 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, and in accordance with Policy 5.21 of the London Plan, Policy CC4 of the Hammersmith and Fulham Core Strategy (2011), Policies DM H7 and DM H11 of the Development Management Local Plan (July

2013) and SPD Amenity policies 2-17 of the Planning Guidance Supplementary Planning Document (July 2013).

11) Contamination - Onward Long-Term Monitoring Methodology:

Unless the Local Planning Authority agree in writing that a set extent of development must commence to enable compliance with this condition, no development shall commence until an onward long-term monitoring methodology report, is submitted to and approved in writing by the Local Planning Authority where further monitoring is required past the completion of development works to verify the success of the remediation undertaken. If required, a verification report of these monitoring works shall then be submitted to and approved in writing by the Local Planning Authority when it may be demonstrated that no residual adverse risks exist. All works must be carried out in compliance with the approved details 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. The 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, and in accordance with Policy 5.21 of the London Plan, Policy CC4 of the Hammersmith and Fulham Core Strategy (2011), Policies DM H7 and DM H11 of the Development Management Local Plan (July 2013) and SPD Amenity policies 2-17 of the Planning Guidance Supplementary Planning Document (July 2013).

12) Air Quality Dust Management Plan:

The development shall not commence until an Air Quality Dust Management Plan (AQDMP) is submitted to and approved in writing by the Local Planning Authority. The AQDMP must include an Air Quality Dust Risk Assessment (AQDRA) that considers residential receptors on-site and off-site of the development and 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 the site specific AQDMP. The AQDMP submitted must comply with and follow the chapter order (4-7) 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 and off-road construction traffic, Ultra Low Emission Vehicle Strategy (ULEVS) e.g. use of Ultra Low Emission Vehicles E.g. Electric, Hybrid (Electric-Petrol); Non-Road Mobile Machinery (NRMM). Details of all the NRMM that will be used on the development site will be required and the NRMM should meet as minimum the Stage IIIB emission criteria of Directive 97/68/EC and its subsequent amendments. This will apply to both variable and constant speed engines for both NO_x and PM. An inventory of all NRMM must be registered on the NRMM register <https://nrmm.london/user-nrmm/register>. 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 (2012), Policy 7.14 of the London Plan and Policy DM H8 of the Hammersmith and Fulham Development Management Local Plan (July 2013).

13) Materials:

The development shall not commence (save for demolition and site clearance works) until particulars and samples (where appropriate) of all the materials to be used in all external faces of the building; including details of the bond, colour, mortar mix and colour of the brickwork; metal work including balconies and walkways; ground floor glazing and details of all windows and doors, including opening and glazing styles; glass to balustrades to balconies and walkways; roof top screening; and all external hard surfaces, including paving have been submitted and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the details as approved and thereafter permanently retained in this form.

To ensure a satisfactory external appearance and to prevent harm to the street scene and public realm, in accordance with Policies 7.1 and 7.6 of the London Plan, Policy BE1 of the Hammersmith and Fulham Core Strategy (2011), policy DM G1 of the Development Management Local Plan (July 2013) and SPD Design Policy 44 of the Planning Guidance Supplementary Planning Document (July 2013).

14) 1:20 Details:

The development shall not commence (save for demolition and site clearance works) until detailed drawings at a scale not less than 1:20 (in plan, section, and elevation) of typical sections/bays of each elevation are submitted and approved in writing by the Local Planning Authority. The drawings shall include details of the proposed brickwork, fenestration (including framing and glazing details) and doors; balconies and walkways; the ground floor elevations, including entrances; and the roof top and pv screening. The development shall be carried out in accordance with the details as approved and thereafter permanently retained in this form.

To ensure a satisfactory external appearance and to prevent harm to the street scene and public realm, in accordance with Policies 7.1 and 7.6 of the London Plan, Policy BE1 of the Hammersmith and Fulham Core Strategy (2011) and policy DM G1 of the Development Management Local Plan (July 2013).

15) Obscured Glass:

Save for the details shown on the approved drawings, the window glass at ground floor level for the Class B1 office use of the development, shall not be mirrored, painted, or otherwise obscured.

To ensure a satisfactory external appearance and to prevent harm to the street scene and public realm, in accordance with Policy 7.6 of The London Plan, policy BE1 of the Hammersmith and Fulham Core Strategy (2011) and policy DM G1 of the Development Management Local Plan (July 2013).

16) Windows on East Elevation - Obscure:

The development shall not be occupied until the windows located on the easternmost elevation at first and second floor levels facing Chuter Ede House are fixed shut and glazed only with obscure or opaque glass below a height of 1.7m above the finished floor level. The windows shall be permanently retained and maintained as obscure/opaque glazing only for the lifetime of the building.

To prevent direct overlooking between the development and the adjacent residential occupiers, in accordance with Strategic Policy C and policy CC4 of the Hammersmith and Fulham Core Strategy (2011) and policies DM A2, DM A9 and DM H9 of the Development Management Local Plan (July 2013).

17) Glazing Panels (West Elevation)

The development shall not be occupied until glazing screen panels on the westernmost elevation, serving the balconies and walkways at first to fourth levels, are fixed and designed to be non-opening and glazed with obscure glass and shall be permanently retained in this form thereafter.

To prevent direct overlooking between facing windows on the development and the adjacent residential occupiers, in accordance with Strategic Policy C and policy CC4 of the Hammersmith and Fulham Core Strategy (2011) and policies DM A2, DM A9 and DM H9 of the Development Management Local Plan (July 2013).

18) No plant, water tanks or other structures:

No alterations shall be carried out to the external appearance of the building, including the installation of air-conditioning units, ventilation fans, other plant or water tanks 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 Hammersmith and Fulham Core Strategy (2011) and policy DM G1 of the Development Management Local Plan (July 2013).

19) Solar Panels:

The development shall not commence (save for demolition and site clearance works) until details and drawings at a scale not less than 1:20 (in plan, section and elevation) of the solar panels, including details of the angle of the PV panels relative to the surface of the roof, have been submitted to, and approved in writing, by the Local Planning Authority. The development shall not be used/occupied until the scheme has been carried out in accordance with the approved details, and it shall thereafter be permanently retained in this form.

To ensure a satisfactory external appearance, and to prevent harm to the street scene and public realm, in accordance with policies 7.1, 7.6 and 7.7 of The London Plan (2016), policy BE1 of the Hammersmith and Fulham Core Strategy

(2011) and policies DM G1 of the Development Management Local Plan (July 2013).

20) Fixtures to the front of 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.

To ensure a satisfactory external appearance and to prevent harm to the street scene and the public realm, in accordance with Policy BE1 of the Hammersmith and Fulham Core Strategy (2011) and policy G1 of the Development Management Local Plan (2013).

21) External entrance doors:

All external entrance doors facing Clem Attlee Court in the development hereby approved shall be designed and installed so that they only open inwards, and shall thereafter be permanently retained in this form.

To prevent obstruction of the highway in accordance with the Highways Act 1980, and Policy J5 of the Development Management Local Plan (July 2013).

22) PD Rights - Aerials:

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

To ensure that the visual impact of telecommunication equipment upon the surrounding area can be considered, in accordance with in accordance with policies 7.6 and 7.8 of the London Plan, policy BE1 of the Hammersmith and Fulham Core Strategy (2011) and policy DM G1 of the Development Management Local Plan (July 2013).

23) Level Threshold:

The ground floor entrance doors to the building and integral lift/stair cores shall not be less than 1-metre-wide and the threshold shall be at the same level as the adjoining ground level fronting the entrances to ensure level access. Level thresholds shall be provided throughout the development between the residential units and the external amenity/balconies and the walkways.

To ensure the development provides ease of access for all users, in accordance with Policy 3.1 and 7.2 of the London Plan, Policy BE1 of the Hammersmith and Fulham Core Strategy (2011) and Policy DM G1 and DM G4 of the Development Management Local Plan (July 2013) and SPD Design Policy 1, 2 and 25 of the Planning Guidance Supplementary Planning Document (July 2013).

24) M4 (2) and Wheelchair Units:

At least ten per cent of the residential units hereby permitted shall be constructed to comply with Part M4 (3) of the Building Regulations. Any communal areas and accesses serving the M4 (3) compliant Wheelchair User Dwellings should also comply with Part M4 (3). All other residential units, communal areas and accesses hereby permitted shall be constructed to comply with Part M4 (2) of the Building Regulations.

To ensure that the development provides for the changing circumstances of occupiers and responds to the needs of people with disabilities, in accordance with policy 3.8 of the London Plan (2016), policy H4 of the London Borough of Hammersmith and Fulham Core Strategy (2011) and policy DM B2 of the Development Management Local Plan (2013) and the Council's Planning Guidance Supplementary Planning Document (2013).

25) Lifts:

No part of the development hereby approved shall be used or occupied until details of fire rated lifts in the development and the enhanced lift repair services which run 365 days per year and 24 hours per day (to ensure that no wheelchair occupiers are trapped if a lift breaks down) are submitted and approved in writing by the Local Planning Authority. The fire rated lifts shall be installed in accordance with the approved details and maintained in full working order for the lifetime of the development.

To ensure that the development provides for the changing circumstances of occupiers and responds to the needs of people with disabilities, in accordance with policies 3.8 and 7.2 of the London Plan, policy BE1 of the Hammersmith and Fulham Core Strategy (2011), policies DM A4, DM A9, DM G1, DM J2 and DM J4 of Development Management Local Plan (July 2013) and SPD Design Policies 1, 2, 3, 4, 6, 7, 8, 9 and 10, SPD Transport Policies 9, 10, 22, 23 and 31 of the Planning Guidance Supplementary Planning Document (July 2013).

26) Secure by Design:

The development shall not commence (save for demolition and site clearance works) until a statement of how 'Secure by Design' requirements are to be adequately achieved has been submitted to and approved in writing by the Local Planning Authority. Such details shall include, but not be limited to: CCTV and feasibility study relating to linking CCTV with the Council's borough wide CCTV system, access controls, and means to secure the site throughout construction in accordance with BS8300:2009. No part of the development shall be used or occupied until these measures have been implemented in accordance with the approved details, and the measures shall thereafter be permanently retained in this form.

To ensure that the development incorporates suitable design measures to minimise opportunities for, and the perception of crime and provide a safe and secure environment, in accordance with Policy 7.3 of the London Plan, Policy BE1 of the Hammersmith and Fulham Core Strategy (2011) and Policy DM G1 of the Development Management Local Plan (July 2013).

27) Soft and Hard Landscaping:

The development hereby permitted shall not commence (save for demolition and site clearance works) until details of the proposed soft and hard landscaping of all areas external to the building have been submitted to and approved in writing by the Local Planning Authority. The details shall include: planting schedules and details of the species, height and maturity of any trees and shrubs including sections through the planting areas or depth of tree pits, containers and shrub beds; and hard landscaping details where appropriate relating to the access of the building, of all paving and external hard surfaces to ensure a safe and convenient environment for blind and partially sighted people, including confirmation of the use of permeable ground surface materials; and boundary walls, fences, railings, gates, and other means of enclosure. The landscaping works shall be carried out in accordance with the approved details and shall thereafter be permanently retained in this form.

To ensure a satisfactory external appearance of the development and relationship with its surroundings, and the needs of the visually impaired are catered for in accordance with the Equality Act 2010, Policies 3.1, 7.1 and 7.6 of the London Plan, Policy BE1 of the Hammersmith and Fulham Core Strategy (2011) Policies DM E4 and DM G1 of the Development Management Local Plan (July 2013) and SPD Sustainability policies 14-24 of the Planning Guidance Supplementary Planning Document (July 2013).

28) Replacement Trees, shrubs etc:

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

To ensure a satisfactory external appearance in terms of the provision of tree and shrub planting, in accordance with Policies 7.1 and 7.6 of the London Plan, Policy BE1 of the Hammersmith and Fulham Core Strategy (2011), policies DM E4 and DM G1 of the Development Management Local Plan (July 2013) and SPD Sustainability policies 14-24 of the Planning Guidance Supplementary Planning Document (July 2013).

29) Lights off:

No part of the development hereby approved shall be used or occupied until a scheme for the control and operation of the proposed lighting within the permitted ground floor office use, during periods of limited or non-occupation, has been submitted to and approved in writing by the Local Planning Authority, and the approved details have been implemented. The internal lighting shall be operated only in accordance with the approved details.

To ensure that the building does not cause excessive light pollution and in order to conserve energy when they are not occupied, in accordance with policy DM H10

of the Hammersmith and Fulham Development Management Local Plan (July 2013) and SPD Sustainability Policy 25 of the Planning Guidance Supplementary Planning Document (July 2013).

30) Blue Badge Parking:

No part of the development hereby approved shall be used or occupied until the 3 blue badge parking spaces have been provided in accordance with the approved details. These accessible parking spaces shall be permanently retained for the life of the development for use only by disabled residents, staff and visitors.

To ensure the satisfactory provision and retention of disabled car parking facilities, in accordance with policy 6.13 and 7.2 of the London Plan and policies DM J2 and DM J4 of the Hammersmith and Fulham Development Management Local Plan (July 2013) and SPD Transport Policy 10 of the Planning Guidance Supplementary Planning Document (July 2013).

31) Cycle Parking:

No part of the development hereby approved shall be occupied or used prior to the provision of the cycle storage arrangements, as indicated on the approved drawings, and set out within the submitted Transport Statement, to serve the development have been fully provided and made available to residential occupiers, visitors and staff and such storage facilities shall be permanently retained thereafter in accordance with the approved details.

In order to promote alternative, sustainable forms of transport, in accordance with Policy 4.5, 6.9, 6.13 and Table 6.3 of the London Plan, policy T1 of the Hammersmith and Fulham Core Strategy (2011) and Policy DM J5 of the Development Management Local Plan (July 2013).

32) Refuse:

No part of the development shall be occupied or used prior to the provision of the refuse storage enclosures, as indicated on the approved drawings, and shall include provision for the storage of recyclable materials. All the refuse/recycling generated by the development hereby approved shall be stored within the approved areas and shall be permanently retained thereafter in accordance with the approved details.

To ensure the satisfactory provision of refuse storage and recycling and to prevent harm to the street scene arising from the appearance of accumulated rubbish, in accordance with policy 5.17 and 6.11 of the London Plan, Policy CC3 of the Core Strategy (2011), policy DM H5 of the Hammersmith and Fulham Development Management Local Plan (July 2013) and SPD Sustainability Policy 3 of the Planning Guidance Supplementary Planning Document (July 2013).

33) Waste Management Strategy:

No part of the development hereby approved shall be used or occupied until a Waste Management Strategy has been submitted and approved in writing by the Local Planning Authority. Details shall include how recycling will be maximised and

be incorporated into the facilities of the development. All approved storage arrangements shall be provided in accordance with the approved details and shall be permanently retained thereafter in accordance with the approved details and shall thereafter be permanently retained in this form.

In order to protect the environment and to ensure that satisfactory provision is made for refuse/recycling storage and collection, in accordance with policy 5.3 of the London Plan and policy DM H5 of Hammersmith and Fulham Development Management Local Plan (July 2013) and SPD Sustainability Policy 3 of the Planning Guidance Supplementary Planning Document (July 2013).

34) Internal Room Noise:

The noise level in rooms at the development hereby approved shall meet the noise standard specified in BS8233:2014 for internal rooms and external amenity areas.

To ensure that vibration does not adversely affect the amenity of occupiers of the development site and surrounding premises, in accordance with Policies DM H9 and H11 of the Hammersmith and Fulham Development Management Local Plan (2013).

35) Separation of noise sensitive rooms in neighbouring flats:

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

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

36) Separation of communal facilities/plant etc. noise from noise sensitive premises:

Prior to commencement of the development (save for demolition and site clearance works), details shall be submitted to and approved in writing by the Local Planning Authority, of the sound insulation of the floor/ ceiling/ walls separating the ground floor plant room. Details shall demonstrate that the sound insulation value $D_{nT,w}$ and $L'_{nT,w}$ is enhanced by at least 10dB above the Building Regulations value and, where necessary, additional mitigation measures implemented to contain commercial noise within the commercial premises and to achieve the criteria $L_{Amax,F}$ of BS8233:2014 within the dwellings/ noise sensitive premises. Approved details shall be implemented prior to occupation of the development and thereafter be permanently retained.

To ensure that the amenity of occupiers of the development site/ adjacent dwellings/ noise sensitive premises is not adversely affected by noise, in accordance with Policies DM H9 and H11 of the Hammersmith and Fulham Development Management Local Plan (2013).

37) Separation of commercial and noise sensitive premises:

Prior to commencement of the development (save for demolition and site clearance works), details shall be submitted to and approved in writing by the Local Planning Authority, of the sound insulation of the floor/ ceiling/ walls separating the commercial part(s) of the premises from dwellings. Details shall demonstrate that the sound insulation value $D_{nT,w}$ is enhanced by at least 10dB above the Building Regulations value and, where necessary, additional mitigation measures are implemented to contain commercial noise within the commercial premises and to achieve the criteria of BS8233:2014 within the dwellings/ noise sensitive premises. Approved details shall be implemented prior to occupation of the development and thereafter be permanently retained.

To ensure that the amenity of occupiers of the development site/ adjacent dwellings/ noise sensitive premises is not adversely affected by noise, in accordance with Policies DM H9 and H11 of the Hammersmith and Fulham Development Management Local Plan (2013).

38) External noise from machinery, extract/ ventilation ducting, mechanical gates, etc:

Prior to commencement of the development (save for demolition and site clearance works), details shall be submitted to and approved in writing by the Local Planning Authority, 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 Hammersmith and Fulham Development Management Local Plan (2013).

39) Anti- vibration mounts and silencing of machinery etc:

Prior to commencement of the development (save for demolition and site clearance works), details of anti-vibration measures shall be submitted to and approved in writing by the Local Planning Authority. 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 (2013).

40) Piling:

No impact piling shall take place until a piling method statement (detailing the type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface water or sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the Local Planning Authority in consultation with the relevant water or sewerage undertaker. Any piling must be undertaken in accordance with the terms of the approved piling method statement.

To prevent any potential to impact on local underground water and sewerage utility infrastructure, in accordance with Policies 5.14 and 5.15 of the London Plan, policy CC2 of the Hammersmith and Fulham Core Strategy (2011) and policy DM H4 of the Development Management Local Plan (July 2013). The applicant is advised to contact Thames Water Developer Services on 0845 850 2777 to discuss the details of the piling method statement.

41) Flood Risk Assessment:

The development hereby permitted shall not commence (save for demolition and site clearance works) until a revised Flood Risk Assessment (FRA) and Sustainable Drainage Strategy have been submitted to and approved in writing by the Local Planning Authority. The revised FRA should include details of site levels to demonstrate that in the event of flooding on-site that water would be directed away from buildings and managed on-site. The revised Sustainable Drainage Strategy should include details how surface water will be managed on-site in-line with the London Plan Drainage Hierarchy's preferred SuDS measures. Information provided shall include details on the design, location and attenuation capabilities of the proposed SuDS measures such as permeable surfaces, including permeable paving and where feasible include rainwater harvesting and green/brown roofs with integrated blue roof storage. Details of the proposed flow controls and flow rates for any discharge of surface water to the combined sewer system should also be provided, with the aim of achieving greenfield rates for final discharges. Maintenance details for all proposed SuDS measures should be provided. The FRA and SuDS Strategy shall be implemented in accordance with the approved details, and thereafter all flood protection and SuDS measures shall be maintained and permanently retained in accordance with the approved details.

To reduce the impact of flooding to the proposed development and future occupants, in accordance with Policies 5.11, 5.13, 5.14 and 5.15 London Plan, Policy CC1 and CC2 of the Hammersmith and Fulham Core Strategy (2011) and Policy DM H3 of the Development Management Local Plan (July 2013).

42) Sustainability:

The development hereby permitted shall only be carried out in accordance with the recommendations set out in the Sustainability Statement (Issue 2 dated December

2017). All details shall be implemented prior to occupation/use of the development hereby permitted, and thereafter be permanently retained.

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 5.1, 5.2, 5.3, 5.7, 5.9, 5.10, 5.11 of The London Plan (2016), Policies BE1, CC1 and CC2 of the Core Strategy (2011) and Policies DM G1, DM H2 of the Development Management Local Plan (2013).

43) Updated Energy Strategy:

The development hereby permitted shall not commence (save for demolition and site clearance works) until a revised Energy Strategy for the development has been submitted to and approved in writing by the Local Planning Authority. No part of the development shall be used or occupied until it has been carried out in accordance with the approved details and shall thereafter be permanently retained in this form.

In the interests of energy conservation and reduction of CO2 emissions, in accordance with Policies 5.1, 5.2, 5.3, 5.6 and 5.7 of the London Plan, Policy CC1 of the Hammersmith and Fulham Core Strategy (2011) and Policies DM H1 of the Development Management Local Plan (July 2013) and SPD Sustainability Policies 29, 30 and 31 of the Planning Guidance Supplementary Planning Document (July 2013).

44) Ultra Low NOx Boiler:

Prior to the commencement of the development (save for demolition and site clearance works) details must 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 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 should 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 will need to be provided to the council to verify boiler emissions. The development shall not be occupied until the scheme has been carried out in accordance with the approved details, and it shall thereafter be permanently retained as such.

To comply with the requirements of the NPPF, 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).

45) Delivery and Servicing Management Plan:

No part of the development hereby approved shall be used or occupied until a Delivery and Servicing Management Plan is submitted to and approved in writing by the Local Planning Authority. Details shall include times and frequency of deliveries and collections, vehicle movements, silent reversing methods, operations of the loading bay as identified on the approved drawings, quiet loading/unloading measures. The measures/scheme shall be implemented in

accordance with the approved details prior to occupation of the development hereby permitted, and thereafter be permanently retained in this form.

To ensure that servicing and deliveries are carried out without any significant impact on the flow of traffic and the local highway network and to prevent harm to the amenities of surrounding occupiers by reason of noise and disturbance, in accordance with policy 6.11 of the London Plan and policies DM J1, DM H9 and DM H11 of the Hammersmith and Fulham Development Management Local Plan (July 2013), and SPD Transport Policy 34 of the Planning Guidance Supplementary Planning Document (July 2013).

Justification for Approving the Application:

- 1) Land Use: The proposed land uses are supported by adopted policy. In coming to this recommendation, officers have given due regard to the pressing need for additional housing in London and borough, and particularly a need for significant new levels of affordable housing which the development would make a valuable contribution towards. Officers consider that the residential use is appropriate in this location, set within an existing residential context. The office use would be in Fulham Town Centre with excellent public transport facilities and provide a modern and high-quality facility that would be for the benefit of residents in the borough. Officers consider the proposed development would outweigh the loss of the existing housing office and car parking on the site. The proposal is therefore supported in land use terms, subject to the satisfaction of other development plan policies and is in accordance with the NPPF, London Plan Policies 2.13 and 3.3, Core Strategy Strategic Policy H1, Core Strategy Policies BE1 and LE1, DMLP Policies DM A1, DM B1, DM B3 and DM D1.
- 2) Affordable Housing: The proposal would help to regenerate the wider estate, maximising the value of the site by the delivery of 30 affordable residential units, with 60% being at social rent and 40% at shared ownership. The proposed affordable housing provision is considered to be acceptable with regards to mix, design, size, tenure and quality of accommodation, subject to conditions. The proposal is therefore considered to be in accordance with the NPPF, London Plan Policies 3.3, 3.4, 3.5, 3.6, 3.8, 3.9 and 3.11, Core Strategy Policy BE1 and OS1, Strategic Policies H.2, H3 and H4, DMLP Policies DM A2 and DM A3 and Draft Local Plan Policy HO3.
- 3) Housing: The density, housing mix, internal design and layout of the new residential units are considered acceptable. The proposed density would optimise the potential of the site and would be compatible with the local character and context and with public transport capacity. The amenity and play space would provide a high quality of private and communal amenity for future occupants together with a high standard of residential accommodation. The proposal is therefore supported and is considered to be in accordance with the NPPF, London Plan Policies 3.3, 3.4, 3.5, 3.6, 3.8 and 3.9, Core Strategy Policy BE1 and OS1,

Strategic Policies H3 and H4, DMLP Policies DM A2 and DM A3 Draft Local Plan Policy HO3, HO4 and HO11.

- 4) Design: Development of this site provides an opportunity for significant enhancement and regeneration of this area. It is considered that the proposed development provides a satisfactory design response to the constraints of the site, in terms of limiting impacts on the surrounding built environment and in terms of the scale, height and massing. It is considered that the proposals will deliver a building with good quality architecture which optimises the residential capacity of the site with good quality residential accommodation. The proposed development is therefore considered acceptable in accordance with the NPPF, policies 7.1, 7.2, 7.3, 7.4, 7.5, 7.6 and 7.21 of the London Plan (2016) and policy BE1 of the Core Strategy (2011) and policies DM G1 of the Development Management Local Plan (2013), and the Council's Planning Guidance Supplementary Planning Document.
- 5) Transport: Except for 3 blue badge spaces the proposal would be car free. There would be no adverse impact on traffic generation and the scheme would not result in congestion of the road network. Conditions would secure satisfactory provision of cycle and refuse storage, construction and demolition logistics and management. Adequate provision for storage and collection of refuse and recyclables would be provided. The accessibility level of the site is very good, and is well served by public transport. The proposed development therefore accords with Policies 6.1, 6.3, 6.9, 6.10, 6.11, 6.13 of the London Plan, Policy T1 of the Hammersmith and Fulham Core Strategy (2011), Draft Local Plan policies T2, T3, T4, T5 and T7 and Policies DM J1, DM J2, DM J4 and DM J5 of the Hammersmith and Fulham Development Management Local Plan (July 2013) and the Council's Planning Guidance Supplementary Planning Document.
- 6) Impact on Neighbouring Properties: The impact of the proposed development upon adjoining occupiers is considered acceptable with less than significant harm to the amenities of adjoining occupiers in terms of daylight/sunlight, overshadowing, overlooking and privacy. Potential impacts in terms of air quality and noise would also be acceptable, subject to conditions. In this regard, the development would respect the principles of good neighbourliness. The proposed development is therefore considered to be acceptable and would be in accordance with policies 3.5, 3.6, 3.8, 7.3 and 7.6 of the London Plan (2016) and policies BE1, H3 and CC4 of the Core Strategy (2011) and policy DM G1, DM A3, DM A4, DM A9, DM H9, DM H10, DM H11 and DM E2 of the Development Management Local Plan (July 2013) and the Council's Planning Guidance Supplementary Planning Document.
- 7) Safety and Access: A condition would ensure the development would provide a safe and secure environment for all users in accordance with London Plan Policy 7.3 and Policy DM G1 of the Development Management Local Plan (2013). The development would result in the provision of an inclusive environment, providing 10% of all units as wheelchair units, level access, a lift to all upper levels and suitable circulation space. Conditions would ensure the proposal would provide ease of access for all persons, including disabled people. Satisfactory provision is therefore made for users with mobility needs, in accordance with Policy 7.2 of the London Plan, Policies DM A4 and DM G1 of the Hammersmith and Fulham Development Management Local Plan (July 2013) and SPD Design Policies 1, 2 and 8 of the Planning Guidance Supplementary Planning Document (July 2013).

- 8) Sustainability and Energy: The application proposes a number of measures to reduce CO2 emissions with a carbon offset payment secured through the legal agreement in respect to the residential use. The proposal includes provision for individual gas boilers, photovoltaic panels on the roof and passive design measures and the possible incorporation of a blue or green roof. A revised Sustainable Urban Drainage Strategy would be required by condition to reflect final design in detail. The proposal would thereby seek to reduce pollution and waste and minimise its environmental impact. The proposed development therefore accords with Policies 5.1, 5.2, 5.3, 5.6, 5.7, 5.8, 5.9, 5.11, 5.12, 5.13, 5.14, 5.15 and 7.19 of the London Plan, Policies CC1, CC2, H3, and FRA 1 of the Hammersmith and Fulham Core Strategy (2011), and Policies DM E4, DM H1, DM H2, DM H8 of the Hammersmith and Fulham Development Management Local Plan (July 2013).
- 9) Flood Risk: A Flood Risk Assessment has been submitted which advises standard construction practices in order to ensure the risk of flooding at the site remains low. Sustainable drainage systems would be integrated into the development to cut surface water flows into the communal sewer system. Further information on surface water drainage are secured by condition. The development would therefore be acceptable in accordance with the NPPF (2012), Policies 5.11, 5.12, 5.13, 5.14 of the London Plan, Policies CC1 and CC2 of the Core Strategy (2011), policies CC3 and CC4 in the Draft Local Plan and Policy DM H3 of the Hammersmith and Fulham Development Management Local Plan (July 2013).
- 10) Land Contamination: Conditions will ensure that the site would be remediated to an appropriate level for the sensitive residential and open space uses. The proposed development therefore accords with Policy 5.21 of the London Plan, Policy CC4 of the Hammersmith and Fulham Core Strategy (2011), policy CC9 in the Draft Local Plan and Policy DM H7 and H11 of the of the Hammersmith and Fulham Development Management Local Plan (July 2013).
- 11) Planning Obligations: Planning obligations to offset the impact of the development and to make the development acceptable in planning terms are secured. Contributions relating to securing the affordable housing provision, offsetting highways impacts, carbon offset payment local training and employment opportunities and procurement are secured. The proposed development would therefore mitigate external impacts and would accord with Policy 8.2 of the London Plan and Policy CF1 of the Hammersmith and Fulham Core Strategy (2011).

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

All Background Papers held by Helen Murray (Ext: 3439):

Application form received: 18th September 2017
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: Hammersmith And Fulham Disability Forum Thames Water - Development Control	Dated: 15.11.17 27.09.17
--	---------------------------------------

Neighbour Comments:

Letters from: 131 Lillie Road London SW6 7SX	Dated: 10.10.17
--	-------------------------------

OFFICERS' REPORT

1.0 BACKGROUND

- 1.1 This report relates to an application for full planning permission to redevelop the Fulham North Housing Office (FNHO) and adjacent car parking areas. The Fulham North Housing Office is a Council owned building, located on the Clem Attlee housing estate. The housing office is currently occupied by the Housing team, Mitie (Repairs and Maintenance Contractor) and Children Services. It is proposed to move existing housing services to a new location on North End Road, close to the estate and Mitie staff would decant to Falkland House, Mornington Avenue, W14. Children Services are arranging their own transfer.
- 1.2 The redevelopment would comprise a mixed-use scheme, providing a part three / part five storey building, with 30 affordable residential units and a new office and community space for Action on Disability (AoD).
- 1.3 The applicant is the Shepherds Bush Housing Association (SBHA), working in conjunction with the London Borough of Hammersmith and Fulham (H&F) and Action on Disability (AoD).
- 1.4 The applicant held a pre-application consultation event with residents and stakeholders, to gather viewpoints regarding how the development should be delivered. The proposals were modified in response to the consultation comments and input during the pre-application meetings.
- 1.5 In accordance with the Town & Country Planning (Environmental Impact Assessment) (England & Wales) Regulations 2017, as amended, this application is not of a scale or significance to require the submission of an Environmental

Impact Assessment (EIA) or referable to the Mayor of London. The impacts of the proposed development are therefore considered within the supporting documents summarised in Section 2 of the report.

2.0 SITE AND SURROUNDINGS

- 2.1 The application comprises a long and narrow site of approximately 0.14 hectares. The site is generally level and is occupied by an office building and car park. The site is located on the north side of Clem Attlee Court, opposite Stafford Cripps House.

Existing Site

- 2.2 Fulham North Housing Office occupies the site. The office building extends over two storeys with 842 sqm of floor space. The adjoining open land at both ends of the building is used as a car park by staff and resident permit holders on the estate.

Surroundings

- 2.3 The site is bound to the north by a two-storey, flat roofed shopping parade fronting Lillie Road. The parade of shops (nos. 107-141 Lillie Road) comprise a mix of retail, convenience, or takeaways at ground level in Class A1, A2 or A5 use, with ancillary storage and/or residential space at first floor level. The western end of the parade steps back at 139 and 141 Lillie Road. The rear of 139 Lillie Road borders the site to the west and includes an NHS Lillie Road Health Centre. The surgery has a part two, part three storey extension providing residential accommodation (no. 2 Jervis Road). A hand car wash site is located off Chestnut Alley, to the rear of 101–105 Lillie Road.
- 2.4 To the south, there is a seven-storey residential block fronting Clem Attlee Court (Stafford Cripps House). To the east, there is a three-storey block fronting North End Road (Chuter Ede House above Clem Attlee Parade), which forms part of the Clem Attlee estate and the rear garden of a public house at 248 North End Road. Clem Attlee estate is made up of several Council owned tower blocks and lower rise buildings interspersed with green space.
- 2.5 On the northside of Lillie Road, directly opposite the site, there is a mix of 3-4 storey buildings, including William Gattie House and the two storey Normand Croft Community School, operating as a nursery and primary school. Normand Park is located approximately 100m to the north west of the site.
- 2.6 Vehicle access is off Lillie Road / Jervis Road (between 141 Lillie Road and Jim Griffiths House), serving Clem Attlee Court. Clem Attlee Court is a single estate carriageway with marked parking bays on one side of the road outside Stafford Cripps House. Clem Attlee Court serves part of the wider housing estate and is blocked with a fire gate where it meets Coomer Road, thus preventing any through traffic. Pedestrian access is provided to North End Road via a passageway off Clem Attlee Parade.

Designations

- 2.7 The site lies on the edge of Fulham town centre and is within a five-minute walk of services on North End Road. The site is allocated in the Local Plan. Designated within the Fulham Regeneration Area (Strategic Policy FRA) and

Strategic Site - FRA2 (North End Road/Lillie Road/Chuter Ede House/Coomer Place Car Park strategic site and regeneration area).

- 2.8 The site is located within the Environment Agency Flood Zone 2. The tidal River Thames is approximately 1.5 km to the west of the site.
- 2.9 The existing building is neither statutory nor locally listed and the site is not located in a conservation area or an archaeological priority area. The Sedlescombe Road Conservation Area is located to east side of North End Road.

Transport

- 2.10 The site has a Public Transport Accessibility Level (PTAL) of 5 using the Transport for London's methodology, indicating very good access to public transport. The site is within easy walking distance of West Brompton (Underground/Overground) station, West Kensington, and Fulham Broadway (Underground) stations. Bus routes/stops are located on Lillie Road and North End Road close to the site. There is a Santander Cycle Hire Docking Station on Lillie Road, opposite the Clem Attlee estate.
- 2.11 The site falls within Housing land and parking is controlled through a local estate parking scheme. Controlled Parking Zone (CPZ) D is located to the north of Lillie Road and operates between 09:00 and 17:00 Monday to Friday.

Planning History

- 2.12 The site is located on the Clem Attlee estate, first formed in the early 1960's. The housing estate has expanded incrementally during recent decades. The housing office was constructed in the early 1990's (ref: 1990/00473/FUL). In 2006, planning permission was granted for the retention of an air handling unit and condenser units on the rear elevation of the building.
- 2.13 In June 2017, planning permission was granted for a mixed commercial/residential development at 103-105 Lillie Road (the existing advertisement hoarding and retail unit to the front and car wash buildings to the rear) (ref: 2016/02771/FUL). This site shares part of the northern boundary with the application site.
- 2.14 In March 2017, planning permission was refused for the erection of a 4-storey infill development at 93-97 Lillie Road, comprising a ground floor shop and residential units on the upper floors on grounds of visual amenity, standard of residential accommodation and inadequate cycle provision. The application (ref: 2016/04836/FUL) was dismissed on appeal in October 2017.

Proposal

- 2.15 The proposal is for a major development, to demolish the existing housing office and redevelop the land to provide a mixed-use, residential led development. The proposal seeks full planning permission for the following:
- Erection of a part three / part five storey building;
 - Housing comprising 30 (Class C3) residential units across all levels; comprising 4 x one bedroom and 26 x two bedroom flats;

- The residential units would be wholly affordable housing, comprising 18 London affordable rented units and 12 shared ownership units;
 - Three flats would be built to adaptable wheelchair homes standards, to provide housing for people with disabilities;
 - A new Class B1 office space (436 sqm) on part of the ground floor level for Action on Disability;
 - Three on site blue badge parking spaces;
 - 65 cycle parking spaces (57 for residents and 8 for Action on Disability); and
 - Hard and soft landscaping, including private amenity space in the form of a garden and individual balconies, including communal and play space, hardstanding areas, and re-provision of an on-site electricity sub-station.
- 2.16 The proposal relates to the demolition of an existing Council owned building. Existing services would move to new premises at 363 North End Road and Falkland House.
- 2.17 The proposed building would be a linear shape and extend almost the full length of the site. The proposed building would consist of two conjoined blocks (Block A: five storeys and Block B: three storeys), and would be orientated west to east, to align with Stafford Cripps House and the rear of 103-137 Lillie Road. The development would be constructed as a single-phase and have a gross floor area of 3,196 sqm.
- 2.18 A new office space is proposed on part of the ground floor level of Block A for Action on Disability. The office would comprise 436 sqm (GEA) floor space. Separate entrances would be provided for the office space and the residential units. The main office entrance would be located on the west elevation of Block A. The residential units on the upper floors of Block A would be accessible at street level from the front elevation on Clem Attlee Court, through a shared lift and stair lobby. A separate communal entrance would serve the flats on the upper floors in Block B. Separate cycle and refuse storage would also be accessible and refuse collections would be taken from Clem Attlee Court.
- 2.19 The proposed building would comprise 30 residential units, arranged on all the levels, by means of 24 flats in Block A and 6 flats in Block B. The residential units would consist of a mix of 4 x one bed flats and 26 x two bed flats and include the provision of 3 x two bed wheelchair accessible dwellings. The primary façade of all the residential would have a southerly aspect, facing onto Clem Attlee Court. The 24 flats in Block A are all planned as two-bedroom, dual aspect units. Walkways, entrances, and secondary windows would be on the north elevation fronting Lillie Road. The 4 one bedroom units and the remaining 2 two bedroom flats would be in Block B. All the one bedroom units are planned as single aspect (south facing) residential units. All the flats are designed with a south-facing, recessed private balcony space. Ground level entrances serving all the residential units would be provided off two central cores. Two lifts in the building would provide access to upper floor levels in Block A. The ground floor flats in Block B are raised above the pavement level by 1m to offer privacy and visual separation. A new substation would be provided at ground level at the easternmost end of Block B.
- 2.20 The housing would be wholly affordable and comprise a mix of 18 (60%) London Affordable Rent units and 12 (40%) Shared Ownership units.

- 2.21 A soft and hard landscaping area measuring 90 sqm is proposed to the rear of Block A. The space would be shared between the office users and residential occupiers of the building. The communal space would include the provision of a children's play space.
- 2.22 Except for three blue badge parking spaces, the proposed development would be car-free. Two parking spaces would be located adjacent to the westernmost elevation of the building and the entrance to the offices. The third space would be in an under-croft area in Block A. A total of 65 cycle spaces would be provided for the proposal.

Submitted Documents

2.23 The applicant has submitted the following in support of the planning application:

- Application drawings: Hunters Architects;
- Planning Statement prepared by Peter Brett Associates LLP;
- Design and Access Statement prepared by Hunters;
- Transport Assessment prepared by Peter Brett Associates LLP;
- Phase 1 Ground Condition Assessment prepared by Peter Brett Associates LLP;
- Noise Assessment prepared by Peter Brett Associates LLP;
- Air Quality Assessment prepared by Peter Brett Associates LLP;
- Energy Statement and supporting addendum letter prepared by Peter Brett Associates LLP;
- Sustainability Statement prepared by Peter Brett Associates LLP;
- Daylight/ Sunlight Assessment prepared by Rights of Light Consulting;
- Surface Water and SUDS Review prepared by UK Flood Risk Consultants; and
- Outline Construction Logistics Plan prepared by Bugler.

2.24 During the application, further information and clarification was provided in respect of detailed aspects of the application. Included elevation design details; a revised internal layout of the proposed office space involving the relocation of the office cycle parking spaces to the west corner of the site, behind the car parking bays; views relating to the pv panels; a sustainability statement, and an updated noise assessment; response to comments regarding the energy statement and drainage strategy. However, the proposal remains unchanged and therefore, no further consultation exercise was undertaken in addition to the consultation at the time of submission which is detailed in section 3 below.

3.0 PUBLICITY AND CONSULTATIONS

Pre-application stage

3.1 The applicant held a public exhibition on 20th July 2017 in the Clem Attlee Tenants Hall. Invitation letters were sent prior to the event by post or email to residents and occupiers on Clem Attlee estate, Clem Attlee Parade, Lillie Road, and North End Road. Invitations also included the ward councillors, the Clem Attlee Tenants Residents Association, the Fulham Society, and Notting Hill Housing Association who have properties in the estate.

- 3.2 15 people attended the exhibition. Included representatives from Action on Disability, the Fulham Society, and Notting Hill Housing Association. Visitors took feedback forms but none were filled in at the exhibition or after the event.
- 3.3 A Statement of Community Engagement (contained in the supporting Planning Statement), summarises the verbal comments received during the exhibition and these are summarised:
- Generally supportive of the proposals in principle;
 - Recognise the proposal would provide affordable housing for the area and new offices for Action on Disability;
 - Queried where the existing housing office would be relocated;
 - Question the loss of parking during redevelopment of the site;
 - Sought clarification that parking bays in front of Stafford Cripps House would remain following completion of the development and not lost;
 - Questioned how the site would be managed and serviced during construction phase and the cumulative impact of construction traffic with other construction and refurbishment works elsewhere within the estate;
 - Questioned whether the fire gate at the end of Clem Attlee Court could be opened to allow construction through traffic rather than routeing lorries through the Clem Attlee estate;
 - Requested that no allocation of additional parking permits, except for disabled parking should be allowed for either the residential or commercial occupiers;
 - The proximity of the proposed development to the Lillie Road parade would result in an adverse impact in terms of overlooking, loss of daylight/sunlight and affect the operation of the commercial units;
 - Potential odour issues caused by proximity of proposed flats to existing ventilation and extraction equipment to the rear of the fish and chip shop;
 - The proposal should include the Lillie Road parade of shops as part of a comprehensive scheme for both sites.

Planning Application

- 3.4 The application was advertised as a major development by way of a site notice and a press advert (posted 29 September 2017). Individual notification letters were sent to 400 adjoining and nearby properties.
- 3.5 One representation received from 131 Lillie Road (fish & chip shop) concerning the existing ventilation and extraction equipment to the rear of the premises and proximity to the proposed development (Officer comment: See paragraph 4.193).
- 3.6 Thames Water: The proposals in the Flood Risk Assessment do not meet our expectation of surface water attenuation. Further options need to be developed. Recommends that conditions and informatives be attached to any planning permission.
- 3.7 Environment Agency, Crime Prevention Officer, and Fulham Society: No comment received.
- 3.8 Disability Forum: The proposal was presented to the Disability Forum on 15 November 2017. The Disability Forum were generally supportive of the proposed development and welcomed the effort made by the applicant to address the comments raised at a follow up meeting on 22 November 2017 with Action on Disability. In response, modifications have been received to the internal

arrangements to meet AoD's requirements. Space has been provided for a Changing Places toilet, amendments to the layout of the lobby/reception and waiting area, the kitchen and location of the meeting room and details to be provided to AoD relating soundproofing. Desire that the 2 accessible parking bays onsite be for AoD use and the wheelchair units be accessible on completion have also been raised.

3.9 The planning matters raised above are addressed in the report below.

4.0 PLANNING CONSIDERATIONS

4.1 The Town and Country Planning Act 1990, the Planning and Compulsory Purchase Act 2004 and the Localism Act 2011 are the principal statutory considerations for town planning in England.

4.2 Collectively the three Acts create a plan led system which requires local planning authorities to determine planning applications in accordance with an adopted statutory development plan unless there are material considerations which indicate otherwise (section 38(6) of the 2004 Act as amended by the Localism Act).

4.3 In this instance the statutory development plan comprises the following the London Plan (2016), the Hammersmith and Fulham Core Strategy (2011) (the Core Strategy) and the Hammersmith & Fulham Development Management Local Plan (2013) (DMLP). Several strategic and local supplementary planning guidance and other documents are also material to the determination of the application.

National Guidance

4.4 The National Planning Policy Framework (NPPF) came into effect on 27 March 2012. The NPPF sets out the Government's approach to planning matters and is a material consideration in the determination of this planning application. The NPPF, as supported by the Planning Practice Guidance (PPG), sets out national planning policies and how these are expected to be applied. A central theme running through the NPPF is a presumption in favour of sustainable development whilst ensuring that heritage assets are conserved.

Draft London Plan

4.5 The new draft London Plan was published on 29 November 2017. The Plan is out to consultation until 2 March 2018. An Examination in Public (EiP) is due to be held in autumn of 2018, and publication of the new Plan is expected in the autumn of 2019. It is therefore considered that the new draft London Plan should be given limited weight at this stage in determining this application. In the interim, consideration shall be given to the London Plan (Consolidated with Further Alterations 2016).

Proposed Local Plan

4.6 The Council submitted on 28 February 2017, the Proposed Submission Local Plan and supporting documents to the Secretary of State for Communities and Local Government. The emerging Local Plan was subject to examination in public between 13 and 22 June 2017. The Secretary of State found the draft Local Plan sound and capable of adoption and it is intended the plan will be

adopted early next year. It is considered the draft Local Plan should be given significant weight in considering and determining this application. Similarly, the council has consulted on the draft Planning Guidance Supplementary Planning Document (SPD) and this document will provide more detailed guidance on the application of policies within the draft Local Plan. It is also the Council's intention to adopt the revised Planning SPD early next year.

Assessment of the proposed development

4.7 The principle issues to be assessed in the submitted development proposal are considered to consist of:

- Land Use: Principle of a mixed-use development comprising a residential led scheme and part office/community use; resulting in loss of the existing housing office and car park.
- Housing: In terms of tenure, density, housing mix and layout.
- Design and appearance: Impact in terms of scale, bulk/massing, and materials of the proposed building and impacts on the surrounding townscape.
- Highways: Traffic generation and parking.
- Residential Amenity: Impact on amenity of neighbouring occupiers in the locality, in terms of outlook, privacy and daylight and sunlight impacts.
- Environmental issues: Including flood risk and water drainage, land contamination, sustainability/energy, air quality and noise.

Mix-use residential-led development

4.8 The proposal represents an opportunity to make better use of land where residential uses are already well established. At the national level, the NPPF advocates policy that seeks to significantly boost the supply of housing (paragraph 49), and states that: "housing applications should be considered in the context of the presumption in favour of sustainable development".

4.9 The London Plan (2016) policy 3.3 (Increasing Housing Supply) states that there is a pressing need for more homes in London and that boroughs should seek to exceed the minimum target through the intensification of brownfield land. Policy 3.3B states that an annual average of 42,000 net additional homes should be delivered per annum in London. Within this overall aim, Table 3.1 sets an annual target of 1,031 net additional dwellings for Hammersmith and Fulham (excluding an increment in provision in the Earls Court West Kensington Opportunity Area). Policy 3.3D of the London Plan states that boroughs should seek to achieve and exceed the housing targets set out in Table 3.1 of the plan.

4.10 The site is located within the Borough's Strategic Policy FRA - Fulham Regeneration Area. A large part of the FRA overlaps with the Earls Court and West Kensington Opportunity Area (ECWKOA) and the Fulham Town Centre. The site is not included within the ECWKOA. The Fulham Regeneration Area proposes 3,400 additional homes (excluding any increase on estate lands) and 5 – 6,000 new jobs.

4.11 The Core Strategy designates the site within Strategic Site FRA 2 – "North End Road/Lillie Road/ Chuter Ede House/ Coomer Place car park strategic site and regeneration area". Strategic site FRA 2 is planned to be deleted in the Proposed Submission Local Plan (2017).

- 4.12 Core Strategy Policy H1 (Housing Supply) requires the Council to work with partner organisations and landowners to exceed the proposed London Plan target of 615 additional dwellings a year up to 2021 and to continue to seek at least 615 additional dwellings a year in the period up to 2032. The Core Strategy details an indicative housing target of 1,200 new homes in the borough outside of the five identified regeneration areas during the 10-year period 2012-2022. The Core Strategy envisages 1,000 of these will be delivered by 2017. A target of at least 1,031 additional dwellings a year up to 2025 is proposed in the Draft Local Plan.
- 4.13 Policy H2 (Affordability) advises that housing development should help achieve more mixed and balanced communities and reduce social and economic polarisation by improving the mix of affordable housing in the borough for those that cannot afford market housing. On sites with the capacity for 10 or more self-contained dwellings affordable housing should be provided having regard to specific targets. Policy HO3 in the Draft Local Plan sets a borough wide target of 50% of new residential dwellings to be affordable and 60% to be for social or affordable rent and 40% intermediate housing.
- 4.14 Local Plan DM Policy DM A1 Housing Supply requires the council will seek to exceed the London Plan housing target by delivering housing on both identified and windfall sites and as a result of change of use.
- 4.15 The proposal is for 30 residential units which would contribute to the borough's housing target and be compatible with the existing residential use on the estate. All the residential units would be affordable, providing a mix of 60% London affordable rent and 40% shared ownership. The proposal accords with Policy 3.3 of the London Plan, Policy H1 and H2 of the Core Strategy and Policy DM A1 of the DM LP.

Office use

- 4.16 London Plan policy 4.2 supports mixed use redevelopment of office provision. DMLP policy E2 requires the retention of land and premises capable of providing continued accommodation for employment or local services. Policy DM B1 is also relevant and relates to providing a range of employment uses. DMLP Policy DM D1 sets out that proposals for new or expanded community uses, which includes arts, cultural and entertainment uses, should meet local need, be compatible with and minimise impact on the local environment and be accessible to all in the community they serve. Emerging Draft Local Plan Policies E1 and E2 relate to the provision of a range of employment uses and the retention of land and premises capable of providing accommodation for employment or local services. Policy E2 states that consideration will be given to an alternative use where a change would give a demonstrably greater benefit.
- 4.17 North Fulham Housing Office has an existing floor space of 843 sqm. The housing office proposes to relocate to 363 North End Road and would be surplus to the Council's requirements. The mixed-use development would provide 436 sqm (GEA) new office and community space at ground floor level for Action on Disability (AoD). AoD is a user led based charity organisation, managed, and controlled by disabled people. It campaigns for the rights of disabled people and influences local and national policy and practice. The existing AoD office is in Normand Croft school. The proposed office space would provide a modern and

purpose-built facility. The office is designed as an open plan layout, and include a large meeting room, private interview spaces, a reception / waiting area, ancillary kitchen, toilets, storage/cycle and refuse facilities. AoD are fully supportive of the proposed development and have been involved in the design process of the new offices. The proposed office use would facilitate the needs of disabled people in the borough, would be compatible with the proposed residential use and complement the housing estate. The provision of a new office/community type service with new housing is strongly supported by adopted policy, Core Strategy Policy CF1 and DMLP Policy DM D1. It is considered that a purpose-built accessible office facility for AoD would be a beneficial use. The new office and community space would allow AoD to continue providing their services in the borough and ensure a positive provision in the context of the immediate area of the Clem Attlee estate. It is considered that the significant benefits to the local community together with the provision of affordable housing outweigh the reduction of B1 floor space on the site.

- 4.18 Policy 4.12 of the London Plan and Core Strategy Policy LE1 both require strategic development proposals to support local employment, skills development, and training initiatives. DMLP Policy DM B3 states the council will seek appropriate employment and training initiatives for local people of all abilities in the construction of major developments and in larger employment generating developments, including visitor accommodation and facilities when these are completed. Emerging Draft Local Plan Policy E4 relates to Local Employment, Training and Skills Development Initiatives and requires the provision of appropriate employment and training initiatives.
- 4.19 It is considered that the proposal has the potential to bring significant benefits to the local area arising from employment and training initiatives. To ensure that local people can access employment during construction of the proposed building, the Council is keen to set in place mechanisms that produce tangible benefits to residents which will be secured in the s106 agreement. The proposal is therefore considered to accord with policy 4.2 and 4.12 of the London Plan, Core Strategy policy LE, Policy DM B1 and B3 and Draft Local Plan policies E1, E2 and E4.

Car Parking

- 4.20 The existing on-site car park is used by staff in the housing office and by estate residents. There are no planning policies that specifically support retention of on-site car parking. The thrust of the housing policies at all levels is to make optimum use of land, and the presumption is clearly in favour of delivery of new housing, where it results in optimum use of land. During the proposed development works, resident parking bays on Clem Attlee Court outside Stafford Cripps House would be suspended on a temporary basis. The Council's Housing team have looked to provide more parking spaces on the wider Clem Attlee estate to address this. The loss of the existing parking spaces and impact on the parking in the estate has been assessed and is summarised in the report. Subject to the housing estate providing sufficient capacity to accommodate any displaced parking, the loss of car parking spaces would be acceptable in principle. Officers consider the loss of the car parking together with the housing office would be acceptable in principle when weighed up against the benefits providing 30 new affordable residential units and AoD offices would bring about.

4.21 In conclusion, the proposed land uses are supported by adopted policy. Officers consider that the residential use is appropriate in this location and the need to provide additional housing overrides the retention of the housing office building in this instance. This is on the basis that the proposals would provide much needed affordable housing in the borough and the housing office facility will be provided near the estate. In this regard officers consider that the proposal is not contrary to the development plan and that there are no material considerations which indicate why planning permission should be withheld. Therefore, on balance, the proposed use of the land for residential led development is considered to be acceptable in planning terms, subject to detailed consideration set out below.

Housing

4.22 At the regional level, the London Plan emphasises the need for more homes in the capital at a range of tenures and of a range of sizes. As such there are several planning policies that seek to support the development of residential properties across the city.

4.23 London Plan Policy 3.9 (Mixed and Balanced Communities) states that a more balanced mix of tenures should be sought in all parts of London, particularly in neighbourhoods where social renting predominates and there are concentrations of deprivation.

4.24 London Plan Policy 3.9 goes on to state that communities, mixed and “balanced by tenure and household income, will be promoted across London through incremental small scale, as well as larger scale developments which foster social diversity, redress social exclusion, and strengthen communities’ sense of responsibility for, and identity with, their neighbourhoods. They must be supported by effective and attractive design, adequate infrastructure and an enhanced environment”. The supporting text to policy 3.9 notes that infill schemes on predominantly social housing estates should primarily be targeted for intermediate and market housing.

4.25 London Plan Policy 3.10 outlines that homes “should include provisions to remain at an affordable price for future eligible households or for the subsidy to be recycled for alternative affordable housing provision”.

4.26 London Plan Policy 3.10 defines affordable housing as: "social rented, affordable rented and intermediate housing (para 3.61), provided to eligible households whose needs are not met by the market. ..."

4.27 London Plan Policy 3.11 (Affordable Housing Targets) sets a London wide affordable housing target of at least 13,200 more affordable homes per year. The policy advises that 60% of new affordable housing should be provided for social or affordable rent and 40% for intermediate rent or sale, with priority accorded to the provision of affordable family housing. The London Plan addresses the introduction of affordable rent, with further guidance set out in the Housing SPG. Regarding tenure split the Mayor’s position is that both social rent and affordable rent should be within the 60%.

4.28 Core Strategy Policy H2 (Affordability) sets a borough wide target that 40% of all additional dwellings should be affordable in schemes of 10 or more units.

- 4.29 Draft Local Plan Policy HO3 (Affordable Housing) provides more detailed guidance on the level of affordable housing, stating that housing schemes should increase the supply and improve the mix of affordable housing to help achieve more sustainable communities. Stating that at least 50% of housing units should be affordable, of which 60% should be social or affordable rent and 40% should be for intermediate housing.
- 4.30 The proposal would deliver 100% affordable housing with 18 units for London affordable rent and the remaining 12 units for intermediate units in the borough (a split of 60%/40%). The residential units would be managed by SBHA and the Council would have nomination rights into these dwellings. The applicant would also be required to comply with the H&F's Local Lettings Policy (LLP) which prioritises residents on the housing register. Officers consider the proposal would positively contribute exceeds to the affordable housing targets in line with both London and local plan policies and result in a mixed and balanced community on the site, in accordance with London Plan policy 3.9, Core Strategy policy H2 and Draft Local Plan policy HO3.

Housing – Density

- 4.31 Regarding the proposed density, the NPPF (paragraph 47) states that in order to boost significantly the supply of housing, local planning authorities should set out their own approach to housing density to reflect local circumstances.
- 4.32 London Plan Policy 3.4 (Optimising Housing Potential) and Core Strategy Policy H3 and policy H4 in the Draft Local Plan seek to ensure that development proposals achieve the optimum intensity of use compatible with local context, design principles and with public transport capacity, with consideration for the density ranges set out in Table 3.2 of the London Plan. Policy DM A2 of the DM LP support this.
- 4.33 The site has a Public Transport Accessibility Level (PTAL) of 5 using Transport for London's methodology and falls within an 'urban setting'. This indicates a guideline density range of (200-700) HR/Ha. as set out in the London Plan. The proposed development would contain 114 habitable rooms, which translates into a density of approximately 814 HR/Ha. Whilst the proposal is above the guideline density range, the matrix should not be applied mechanistically where a scheme shows exemplary design and layout. The development makes optimal use of the site, delivers 100% affordable housing and a community office use. Finally, the density is considered appropriate for the site, given accessibility to public transport, location within the Fulham Regeneration Area and town centre and is similar to some of the adjacent buildings on the estate. In conclusion, whilst the proposed density is higher than the recommended guide, officers consider the proposed development would not result in an excessive built environment, provides a satisfactory quality of residential environment and an acceptable level of accommodation for future occupiers of the development. The proposed residential density is therefore acceptable and would broadly accord with London Plan policy 3.4, Core Strategy Policy H3, Local Plan Policy DM A2 and the guidance within the Mayor's Housing SPG.

Housing Mix

- 4.34 The NPPF requires new development to deliver sustainable, inclusive, and mixed communities in accessible locations. To achieve mixed communities, the NPPF

advises that a variety of housing should be provided in terms of size, type, tenure, and price and a mix of different households such as families with children, single-person households, people with disabilities, service families and older people.

- 4.35 London Plan Policy 3.8 (Housing Choice) together with the Mayor's Housing SPG requires new development to offer a range of housing sizes and types. Policy 3.9 seeks to secure that communities are mixed and balanced by tenure and housing income across London.
- 4.36 Borough Wide Strategic Policy H4 of the Core Strategy (Meeting Housing Needs) states that: "there should be a mix of housing types and sizes in development schemes, especially increasing the proportion of family accommodation. The precise mix in any development will be subject to the suitability of the site for family housing in terms of site characteristics, the local environment and access to services". Draft Local Plan Policy HO5 recommends a mix of residential accommodation subject to viability, locational characteristics and site constraints and will therefore be considered on a site by site basis.
- 4.37 Policy DM A3 of the DM LP (Housing Mix) states that: "all new housing provided as part of new major development should provide a mix housing, including family housing. In respect of the social rented provisions which are relevant in the case of this submission, developments should aim to meet the following mix subject to viability, locational characteristics, and site constraints being considered on a site by site basis. The policy normally expects approximately 50% of social and affordable rented housing and 85% of intermediate housing to be 1 or 2 bed units with the remainder being 3 bed or larger units.
- 4.38 The proposed development would provide a mixed affordable tenure scheme, comprising a mix of one and two bedroom apartments:
- 4 (1 Bed: 2 person) units (all affordable rent)
 - 7 (2 Bed: 3 person) units (4 = affordable rent; 3 = shared ownership)
 - 19 (2 Bed: 4 person) units (10 = affordable rent; 9 = shared ownership).
- 4.39 The proposal provides an opportunity for disabled residents to have access to housing in the borough. Three 2 bed (3 person) flats are designed as fully wheelchair adapted units. One flat would be located on the first, second and third floors of Block A.
- 4.40 The proposed unit mix has been brought forward following detailed discussions between the applicant and the H&F Housing team who have identified a high demand for one and two bedroom units in the local area. Housing provision within the Clem Attlee estate already shows a high proportion of homes (62%) as 3 bedroom units. As such, it is considered that the proposals would deliver a suitable affordable housing mix which meets the evidenced demand and the need to deliver a higher proportion of two bedroomed properties.
- 4.41 The proposed development would deliver new socially affordable rented and intermediate housing on a council-owned site and is therefore considered to meet planning policy objectives. The development proposal has been carefully designed to optimise the delivery of new homes whilst respecting the constraints

of the site and surroundings. The proposal would add to the blend of housing without resulting in the saturation of the social housing tenure in the area.

- 4.42 Considering the above mix, it is considered that the proposed social rented/shared ownership tenure scheme is acceptable and would be broadly compliant with local housing policies in the Adopted Local Plan along with the London Plan policies which permit new housing to meet local needs in accordance with the relevant planning policies.

Housing Layout and Quality

- 4.43 Housing quality is a key consideration in the assessment of applications for new developments. The London Plan seeks the delivery of new housing that is of a high quality of design. London Plan Policy 3.5 'Quality and Design of Housing Developments' says that housing developments should be of the highest quality internally, externally and in relation to their context and to the wider environment. Table 3.3 accompanies Policy 3.5 of the London Plan and provides minimum sizes for residential units. The Housing SPG (2016) sets out the Mayor's Housing Standards, incorporating the latest national technical standards.
- 4.44 Borough Wide Strategic Policy H3 within the Core Strategy and Policies HO4 and HO11 in the Draft Local Plan require all housing developments to respect the local setting and context, provide a high quality residential environment, be well designed and energy efficient, meet satisfactory internal and external space standards, and provide a good range of housing types and sizes.
- 4.45 Policy DM A2 of DMLP states that all new housing must be of high quality design and take account of the amenity of neighbours and must be designed to have adequate internal space in accordance with the London Plan. Policy DM A9 of the DMLP recognises that design and quality of all new housing is of a high standard and will meet the needs of future occupants and respect the principles of good neighbourliness'. SPD Housing Policy 8 (iv) states that 'north facing (i.e. where the orientation is less than 50 degrees either side of north should be avoided wherever possible.'
- 4.46 Residential unit sizes within the proposed development meet or exceed the minimum space standards. The size of the proposed 1 bed (2 person) flats would be between 53 and 54 sqm (minimum 50 sqm required). The 2 bed (3 person) flats would be 62 sqm in size (minimum 61 sqm required). The wheelchair adaptable 2 bed (3 person) flats and the 2 beds (4 person) flats would be 71 sqm in size but differ in the layout (minimum 70 sqm required). The development is considered acceptable in this regard.
- 4.47 Dual aspect units have been designed where possible. All but three of the proposed 30 residential units would be dual aspect. Every unit would contain good sized habitable windows serving bedrooms and living and balconies in a southerly direction facing onto Clem Attlee Court. Most of the kitchens, bathrooms, and flat entrance serving the two bedroom flats would face northwards onto the communal access walkways. Each of the one bed flat within the 3-storey block would have a southern aspect and is considered satisfactory. Three units at the eastern end of the lower 3 storey block would have additional openings in the flank wall. The window opening at first and second floor level would be obscured glazed. All the residential units are efficiently designed and

considered to have a good level of outlook, dual aspect units where possible and good internal standards of daylight and sunlight. The development would contain good floor to ceiling heights. The residential units are designed to 2.5m height, complying with the London Plan. Overall, officers are satisfied that the proposal would provide an acceptable standard of accommodation for its residents.

External Amenity Space and Play Space

- 4.48 Policy 3.6 of the London Plan requires that adequate play space for children is required. The GLA's Shaping Neighbourhoods: Play and Informal Recreation' SPG (2012) requires the provision of play space for children within new residential development commensurate with the child yield of the development, and identifies different needs for children of different ages. The Mayor's Housing SPG states that private open space should be provided for all new housing and sets a standard of 5 sqm for 1 and 2 person dwellings and an extra 1 sqm for each additional occupant. The standard recognises that in some cases site constraints may make it impossible to provide private open space for all dwellings.
- 4.49 Core Strategy Policy H3 and Draft Local Plan policy HO4 promotes shared amenity space in large residential developments. Policy OS1 seeks to ensure the provision of quality accessible and inclusive open space and children's play space. Policy BE1 seeks good quality public realm and landscaping.
- 4.50 The proposed development provides private amenity space in the form of balconies for all the flats. The balconies have been designed to be usable outdoor spaces and range between 6-15 sqm, in accordance with the size of the flat. The private amenity space provision exceeds minimum size guidelines.
- 4.51 The opportunities for delivering suitable ground floor amenity or play space on-site are limited due to the footprint of the proposed building. It should be noted that the existing site is completely developed with building or hardstanding areas and provides no landscaping or amenity space. In comparison, a landscaped area in the form of a communal open space (92 sqm) is designed within the scheme which is secured by condition. The communal rear garden would be a shared space used by the ground floor office and the residents and would include a small play space area for younger children. Based on the GLA's SPG, the proposed development would result in an estimated child yield of 16 children. As such, the scheme triggers a requirement for 160 sqm. of play space to serve these 16 children aged 0-17 years old. Of these children 4 are under 5s. The proposed development would provide 360 sqm of private amenity space. Residents would also be sited within walking distance of open spaces on the Clem Attlee estate. Play space for children on the estate is provided in the form of playground equipment and a MUGA located within 200m. Normand Park is less than 5 minutes' walk. Although the on-site play space provided does not accord with the above requirement, officers consider the provision is acceptable in this instance, having regard to the wider benefits of the proposed development.
- 4.52 Having regard to the constraints of the site and its town centre location officers consider the amenity and play space provided acceptable in this case. Overall, the provisions provided in the proposed development are comparable with the standards in a market housing scheme. Therefore, officers consider the quality of

accommodation and amenity space provided would be acceptable in compliance with Policies 3.5 and 3.8 of the London Plan, Policy H3 of the Core Strategy (2011), Policies DM A2, DM A9 of the Development Management Local Plan 2013 and the Council's "Planning Guidance" Supplementary Planning Document.

Accessibility

- 4.53 London Plan Policy 3.8 and 7.2, Core Strategy Policy H4 (including Policy HO6 in the Draft Local Plan), Policy DM A4 of the DM LP, SPD Design Policy 1 (Inclusive design), Draft Local Plan Policy HO6, SPD Design Policy 2 (Access to facilities inside a building) requires new residential development to be built to M4 (2) "Accessible and Adaptable Dwellings" and/or M4 (3) "Wheelchair Use Dwellings" of The Building Regulations 2010. London Plan Policy 3.8 'Housing Choice' requires 90% of dwellings to meet M4 (2) Building Regulations requirements and 10% designed to be easily adaptable to meet the needs of wheelchair users.
- 4.54 All the residential units have been designed in compliance with the spatial requirements and minimum room circulation space sizes, complying with Part M of the Building Regulations. All the flats in the main 5 storey block would be accessible by a lift. Two lifts would be provided off a central core which meet the requirements of Part M of the Building Regulations. The lift and lift thresholds are adequately sized for wheelchair access. At every floor, the lift door opens onto a clear width of more than 1.5m, with generous hallways of more than 1.7m width. Furthermore, communal stairs would be provided in both blocks with handrails on both sides, and good quality lighting. All the flats will be level throughout. Doors, corridor widths, kitchens and sanitary facilities have all be designed according to Building Regulations M4 (2). Refuse stores are located at ground level and two vehicular access points to the three disabled parking bays provided.
- 4.55 The development includes 10% fully adapted wheelchair units. The three wheelchair units are sufficiently sized to be wheelchair accessible and meet the current London Plan policy 3.8 which requires developments to comply with Building Regulations M4(3) in respect of wheelchair accessible units. The three flats identified in the submitted plans and schedule of accommodation are Flats 5, 11 and 17 and would be located on the first, second and third floors of the 5-storey block. The flats are designed to be (easily adaptable / fitted out), which will be controlled through the legal agreement. In total three off-street accessible parking spaces would be provided. The refuse store would be located on the ground floor to simplify access for residents including wheelchair users.
- 4.56 The ground floor accommodates an office use for Action on Disability with public and private areas. The office would be provided with level access throughout, a generous entrance reception, accessible WC's and changing facilities. The main office entrance would be located on the west elevation. The entrance would be beneath a sheltered canopy and accessible from the two adjacent car parking spaces.
- 4.57 The applicant has involved the AoD in the design process of the office layout and has made further amendments following a meeting with the Disability Forum and AoD representatives. The applicant has also confirmed that they will continue to work with the AoD on the final internal specifications.

4.58 The proposal accords with the provision of an inclusive environment, London Plan Policy 3.8, Core Strategy Policy H4, DM LP Policies DM G1, DM A9 and DM A4 and SPD Design Policies 1 and 2.

Noise levels for new units

4.59 The London Plan Policy 7.15 state that the layout of adjacent dwellings and the location of lifts and circulation spaces should seek to limit the transmission of noise to sound sensitive rooms within dwellings. Draft Local Plan policy CC11 sets out that noise (including vibration) impacts will be controlled by measures and applicants will be expected to carry out noise assessments and provide details of the noise levels on the site. This policy is supplemented by DMLP Policies DM A9 and DM H9, both of which seek to ensure that development does not result in noise and disturbance to existing and future occupiers. SPD Amenity Policy 24 requires consideration to be given to all noise generating development, including plant, machinery, and equipment and where the proposed use or activities have the potential for people to generate noise.

4.60 An updated Noise Assessment has determined the current noise climate at the site and determined the noise levels associated with specific commercial activities including kitchen extracts at these premises. The proposed development is likely to experience a similar level of impact to existing surrounding residential receptors and considering the orientation and subject to proposed building specification is considered acceptable.

4.61 To safeguard the amenity of the future occupiers of the development, in terms of noise from transport/commercial/mechanical/residential noise sources, conditions relating to details of the sound insulation of the building envelope/between floors and flats are included. The layout of the residential units has been designed to ensure that similar rooms are stacked above each other. The proposed building would be set back from Lillie Road frontage and the all main habitable rooms would face southwards towards the quieter estate road. The proposal accords with London Plan Policy 7.15, DMLP Policies DM A9 and DM H9 and SPD Amenity Policy 24.

Fire Safety

4.62 The implementation of means of warning and escape, internal fire spread (linings), internal fire spread (structure), external fire spread and access and facilities for the fire service are issues covered under Part B of the Building Regulations 2010. Building Regulations are statutory instruments that seek to ensure that the requirements set out in the Building Act 1984 legislation are carried out. Accordingly, fire safety issues fall outside the remit of The Town and Country Planning Act 1990.

Secure by Design

4.63 London Plan Policy 7.3, Core Strategy BE1 and DMLP Policy G1 requires new development to respect the principles of Secure by Design. London Plan policy 7.3 seeks to ensure that developments reduce the opportunities for criminal behaviour and contribute to a sense of security, without being overbearing or intimidating. The design of the proposed building is orientated towards Clem Attlee Court with the ground floor office use providing an active use. The increase in passive surveillance of the residential use at night would improve security and help reduce antisocial behaviour. Full details of how the proposed

development will incorporate crime prevention measures to provide a safe and secure environment would be secured by condition if permission were to be granted.

DESIGN AND TOWNSCAPE CONSIDERATIONS

Policy

4.64 National, regional, and local planning policies have been considered when assessing the design aspects of the development proposals. The proposals have been assessed against the NPPF and London Plan (2016) policies 7.1, 7.2, 7.3, 7.4, 7.5 and 7.6; policy BE1 of the Core Strategy (October 2011); and policy DM G1 and DM G7 of the Development Management Local Plan (July 2013). The proposals have also been assessed against the Planning Guidance SPD Design Policies 22, 24, 25, 30, 31, 37, 41, 45, 46, 47 and 49. Consideration has also been given to Draft Local Plan Policy DC1 and DC2.

National Policy

4.65 The National Planning Policy Framework (NPPF) sets out the Government's economic, environmental, and social planning policies; it identifies that the purpose of the planning system is to contribute to the achievement of sustainable development. In terms of development management, the NPPF advises that the primary objective of development management is to foster the delivery of sustainable development, not to hinder or prevent development. The overarching principle of the NPPF is a presumption in favour of sustainable development, which the Government has advised should be at the heart of the planning system and, which should be seen as a 'golden thread' running through both plan making and decision taking.

4.66 The NPPF emphasises the importance of good design in determining applications. It states that:
"Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people and that great weight should be given to outstanding or innovative designs which help raise the standard of design more generally in the area."

4.67 It further states that:
"Although visual appearance and the architecture of individual buildings are very important factors, securing high quality and inclusive design goes beyond aesthetic considerations. Therefore, planning policies and decisions should address the connections between people and places and the integration of new development into the natural, built and historic environment."

4.68 In relation to matters of detailed design, the NPPF states:
"Planning policies and decisions should not attempt to impose architectural styles or particular tastes and they should not stifle innovation, originality or initiative through unsubstantiated requirements to conform to certain development forms or styles. It is, however, proper to seek to promote or reinforce local distinctiveness."

4.69 Turning to built heritage guidance, the NPPF requires that:
"Local planning authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by

development affecting the setting of a heritage asset) taking account of the available evidence and any necessary expertise. They should take this assessment 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."

Regional Policy

- 4.70 Regional policy contained within the London Plan (2016) provides the spatial strategy and policy context to guide development in London. It sets out a wide range of policies relevant to this application, including design and heritage.
- 4.71 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. The site is not located in a Conservation Area.
- 4.72 Policy 7.1 seeks to achieve lifetime neighbourhoods by way of creating good quality neighbourhoods. Policy 7.2 requires all new development to achieve the highest standards of accessible and inclusive design. Policy 7.4 relates to local character and seeks to ensure that development has regard to the form, function and structure of an area, place or street and the scale, mass, and orientation of surrounding buildings. Policy 7.5 relates to public realm setting out that development should make the public realm comprehensible at a human scale, using gateways, focal points, and landmarks as appropriate to help people find their way. Policy 7.6 sets out that architecture should make a positive contribution to a coherent public realm, streetscape, and wider cityscape. It should incorporate the highest quality materials and design appropriate to its context. Sub-section B of policy 7.6 sets out the criteria for considering whether proposed architecture makes a positive contribution, including matters relating to (a) architectural quality, (b) appropriately defines public space, (c) details and materials that complement local character, (d) do not cause unacceptable harm to amenity of surrounding land and buildings, (e) incorporate best practice in resource management, (f) provide high quality indoor and outdoor spaces, (g) be adaptable, particularly at ground level, (h) meet principles of inclusive design, and (i) optimise site potential.

Local Policy

- 4.73 Borough Wide Strategic Policy BE1 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."
- 4.74 Development Management Local Plan policies DM G1 (Design of New Build) and DM G7 (Heritage and Conservation) have also been considered in the officer's assessment of the proposals. These policies relate to new build development, which is expected to be of a high standard, noting that they have the potential to impact upon heritage assets including conservation areas. The site is not located

in a conservation area and the Sedlescombe Road conservation area is 40m away to the east side of North End Road.

- 4.75 Draft Policy H04 mirrors the wording of existing Core Strategy H3 stating that the council will expect all housing development to respect the local setting and context, provide a high quality residential environment and be well designed and energy efficient. The policy also states that new housing will be expected predominantly low to medium rise, although there is recognition that other typologies of residential development may be suitable for its context and some high-density housing with limited car parking may be appropriate in locations with high levels of public transport accessibility. Draft Local Plan Policy DC1 requires all development within the borough including the regeneration areas to create a high quality urban environment that respects and enhances the townscape context and heritage assets. This should be an approach to accessible and inclusive urban design that demonstrates how good design, quality public realm, landscaping, heritage assets and land use can be integrated to help regenerate places.

Demolition of the existing building

- 4.76 The existing two storey housing office building is of modern construction and of limited architectural quality. The building is neither statutory or locally listed and the application site is not located in a conservation area. In design terms, the site presents a poor aspect to the rest of the housing estate and the opportunity exists to make a positive contribution to the street scene through redevelopment. No footpath runs along the edge of the site and is unsatisfactory in terms of meeting current highway or accessibility standards. The existing building could be replaced if a scheme of appropriate siting, height, scale, massing, bulk, design, and external appearance were to be secured.

Surrounding Area

- 4.77 The surrounding area is made up of a varied urban and architectural character with a mix of building heights. The surroundings buildings range from two to eleven storeys in height. Low rise buildings border the site to the north, east and west. Taller blocks (Jim Griffiths House and Stafford Cripps House) are situated opposite the site to the south and west. Although the surrounding urban context is varied, the use of brickwork is prevalent as the main building material in the area.

Design Evolution

- 4.78 The design and form of the proposed building has evolved during the pre-application stage. A continuous linear building form with changing building heights is designed in response to a series of site constraints:

- Proximity of the site to the adjacent two-storey parade of shops on Lillie Road, and the close 'back to back' relationship with the rear elevation of the neighbouring commercial properties.
- The long and narrow shape of the site which varies in depth.
- The varied height and form of surrounding buildings close to the site and views from Lillie Road and North End Road.
- Amenity considerations in relation to daylight, solar orientation, and privacy.

4.79 The development proposal is an appropriate response to the site constraints and opportunities.

Height and scale

4.80 The existing building is 2 storeys and of modest scale with a maximum 11.69m AOD height. The building would be demolished and replaced by a part 3, part 5 storey building, up to a maximum 20.95m AOD height. The height of the proposed building is therefore an important consideration to ensure an appropriate relationship with surrounding area is provided.

4.81 There is a noticeable change in building heights either side of the site, which is flanked by the neighbouring commercial buildings to the north and residential flats to the south, east and west. The proposed development is set between a 2-storey terraced parade of shops on the Lillie Road frontage and a 7-storey block of flats (Stafford Cripps House) on the opposite side of Clem Attlee Court. The proposed development intends to mediate between the diverse surrounding building heights. Although the proposals would have a noticeable effect upon adjoining two storey commercial terrace, the extent of the impact is considered to be moderate given the nature and use of this shopping frontage, and would not be harmful to the conditions within the premises. As such the proposed building is considered to be an appropriately scaled response to the edge conditions and the wider housing estate.

4.82 In response to the shape of the site, the varied surrounding building heights and conditions of the neighbouring buildings, the proposed building would take the form of a long, flat roof linear building with a mixed height. The proposed building is designed as two continuous rectangular blocks which step down from a maximum 5 storeys to 3-storeys in height. The proposed building, broken into components would comprise a small three-storey block at the eastern end of the site (bordering the rear of nos. 103-107 Lillie Road, 248 North End Road, and Chuter Ede House), stepping up to a larger five-storey block on the western part (bordering the rear of nos. 109-139 Lillie Road). The building heights have been designed to acknowledge the scale and height of the adjoining buildings, and special characteristics of the site. It is considered the proposed massing increasing in scale from west to east across the site responds to the site context.

4.83 The proposed building height has been tested in key views from Lillie Road, North End Road and Clem Attlee Court and is found to have an acceptable impact on the local townscape. The key views of the proposed building are located outside the housing estate on Lillie Road and from inside the estate on Clem Attlee Court. In Lillie Road, the proposed building would be set back behind the existing two storey parade of shops, where existing views are dominated by a series of large and tall buildings on the Clem Attlee estate. Whilst the upper floors of the proposed building would be visible from Lillie Road, it would be sufficiently set back and retain sufficient design quality not to dominate its surroundings. Officers consider that the proposal would be appropriate response in townscape terms, set behind the existing smaller terrace yet within the backdrop of the taller blocks on the estate. The proposed building would step down in height towards the linear building form fronting North End Road and would not harm the setting or views of the Sedlescombe Road conservation area. It is therefore considered that in townscape terms, the proposal would not be

harmful to the character and appearance of the area through its overall height and scale.

Layout

- 4.84 New office space for Action on Disability would be provided on part of the ground floor level of the 5-storey block, with residential accommodation stacked above and on all the levels of the lower 3-storey block. AoD would have its principle frontage to the street. The ground floor treatment would be expressed with an active office facade facing Clem Attlee Court, in order to create a sense of place for the development. In comparison with the existing building, the ground floor would read as a more transparent and open use, visually articulated with tall glazing. The main office entrance would be located on the side on the west elevation, adjacent to two on-site parking spaces and drop off hardstanding area. A public footpath in the form of a pavement would be created between the site and Clem Attlee Court. A defensible zone in the form of raised windows is identified in Block B serving the proposed residents of the two ground level flats, maintaining privacy, natural surveillance, and visual links to the public realm. A new substation would be integrated into the built form at ground level located at the eastern end of the building. An outdoor community space for both staff and residents of the development would be provided at ground level to the rear of the building. The space would also provide a buffer with the rear of commercial units in Lillie Road.
- 4.85 The site abuts the rear of a commercial parade on Lillie Road which comprises shops and other service uses on the ground floor level and primarily ancillary (storage) accommodation on the upper floor. The upper floor of each shop unit in this frontage is accessible via the ground floor and is not self-contained. The layout and form of the proposed building has been designed to address the close relationship and significantly, permits most of the units to be multiple aspect and solely north-facing units are avoided.
- 4.86 Walkways, flat entrances and non-habitable kitchens and bathrooms serving all the residential units on the upper floors of the taller block would be orientated northwards, towards the rear of the shops. In comparison to the secondary north facing aspect, the main habitable rooms in the flats would be orientated with a southerly aspect, allowing for dual aspect residential flats where possible. The composition of the north elevation would comprise glazed balustrades and a vibrant structural frame on the north façade, with sufficient detail to provide visual interest from view in Lillie Road. In comparison, the southern façade would take on a different character and form, with glazed recessed balconies incorporated into brickwork. Screens would be added to mitigate potential overlooking issues with the neighbouring properties in Stafford Cripps House. The flats in the lower 3 storey block would be connected to the taller block by a central core and would have a single, southerly aspect. The residential entrances are designed to allow clear visibility at street level and provide sufficient circulation to the staircase and lifts serving the flats.
- 4.87 The proposed form and layout of the proposed building would allow scope for the potential redevelopment of the existing two storey parade to the north of the site at Lillie Road. Given the setting and layout of the proposed development, officers consider that the existing parade could be designed to provide additional storeys and deliver improved commercial units and good quality residential

accommodation above. A similar mirror arrangement of dual frontage units, including circulation space to the rear could be design on the neighbouring site.

- 4.88 The top of the building is designed with two contrasting flat roof levels. The roof on the taller block would be completed with photovoltaic panels, enclosed by a perimeter guard rail. The PV's would be set well in off all the sides and angled to be concealed from below by the edge of the building. Approximately 112m² of rooftop space is indicated. The lower flat roof has the possible use for either a brown or green roof.

Materials

- 4.89 Responding to the neighbouring buildings, the principal material in the development is brickwork. The two blocks and the base of the building would be accentuated using alternating colours of brickwork (medium red and grey). The north and south elevations on the upper residential floors of taller block would differ in treatment yet are 'layered' to provide visual interest and richness to the design of the building. Framed balconies on the south elevation and external walkways on the north elevation would provide a coherent language which responds to the treatment on the existing residential blocks on the estate.
- 4.90 The upper levels on the north façade of Block A would be set within a structured frame, with a rhythm pattern of recessed horizontal walkways, glazed balustrading, steel clad columns and individual flat entrances/windows set within a brick façade. All the metalwork to the balconies and external walkways would be finished in galvanised steel. This elevation would comprise a modern interpretation of the treatment on the northern façade of Stafford Cripps House.
- 4.91 A more articulated treatment is proposed on the southern elevation of the building. This elevation would be expressed with a strong ground floor base across the two blocks unifying the building. Part of the treatment would comprise full height glazing serving the office space in the taller block, wrapping around the side (west) elevation, and contrasting brickwork to the same height in lower block. This would provide a welcoming and active frontage to the building. The ground floor dwellings in the smaller block would be raised above the adjacent street level by 1m to provide sufficient privacy and visual separation from passers-by.
- 4.92 The scale and treatment on the upper floors of the south façade in Block A would be broken down both horizontally and vertically by a balcony framework to provide a layering to this façade. The balconies would comprise glazed balustrading with glass panels within painted metal frames and include aluminium louvre screens incorporated into the design of each balcony, and set in front of the bedrooms, and living space, to mitigate potential overlooking and privacy issues with surrounding properties in Stafford Cripps House. Powder coated aluminium framing is proposed for the external windows. The central core of the taller 5 storey block and connected with the lower 3 storey block would complement the form of the taller block with contrasting brick work and recessed balconies on the southern elevation. A solid brick wall on the north elevation would result in predominantly single aspect units facing Clem Attlee Court, designed in order to mitigate for the potential redevelopment of land immediately to the north at 103-105 Lillie Road which has permission for two, three storey blocks.

- 4.93 The framed balconies and other features designed in the two principle facades would break down the potential solidity of the upper residential floors and give depth and articulation to the elevations. The different design treatment on each elevation responds satisfactorily to the surrounding conditions and the need to provide more glazing to the south façade and less to the north.
- 4.94 Brick banding to form a textured brick flank wall with obscured glazed ends serving the balconies and walkways is proposed to the west elevation which adjoins the neighbouring property at 139 Lillie Road. The proposed design would add visual interest and scale to this elevation to what would otherwise be a blank unrelenting brick wall when viewed from Clem Attlee Court and Lillie Road. Window openings proposed in the eastern end elevation would animate this façade. Obscured glazing would be provided to mitigate overlooking and loss of privacy.
- 4.95 Given the existing context, officers consider that the propose building would not appear out of scale or over-dominant on the housing estate or when viewed from Lillie Road. The design is contemporary in style and has architectural merit. Officers consider that the proposed building integrates the development into the surrounding context and create a successful street enclosure of Clem Attlee Court.
- 4.96 It is considered that the proposed development provides a satisfactory design response to the constraints of the site, in terms of limiting impacts on the surrounding built environment, in terms of the scale, height, and massing. It is considered that the proposals would interact successfully with the surrounding area and deliver a building with an acceptable architecture response which optimises the residential capacity of the site with good quality residential accommodation and provides an office use with an active frontage. Subject to conditions to secure final design details including external materials, the development would therefore be acceptable in accordance with the NPPF (2012), London Plan Policies 7.1, 7.2, 7.3, 7.4, 7.5 and 7.6, Core Strategy Policy BE1, Draft Local Plan policies HO4, DC1 and DC2 and Policies DM G1 of the DMLP.

Residential Amenity:

- 4.97 Once the principle of residential development has been established through land use policies, there is a need to assess planning applications against detailed residential amenity standards to ensure that a proposed development meets decent neighbourhood principles and does not cause demonstrable harm to the amenities of residents in surrounding areas. The standards are often subject to on - site judgement and a level of flexibility maybe appropriate to take into account the on-site circumstances. The nearest adjacent properties are along the rear of 103-137 Lillie Road, the side of 139 Lillie Road/2 Jarvis Road and Clem Atlee Court. Numbers 103-137 Lillie Road are in commercial use.
- 4.98 Policy DM G1 of the DM LP states all proposals must be formulated to respect the principles of good neighbourliness. Policy DM A9 of the DM LP seeks to ensure that the design and quality of all new housing, including new build, conversions and change of use, is of a high standard and that developments provide housing that will meet the needs of future occupants and respect the

principles of good neighbourliness.' DM H9 and DM H11 of the DM LP relate to noise nuisance. SPD Housing Policies 7 and 8 seek to protect the existing amenities of neighbouring residential properties in terms of outlook, light, privacy and noise and disturbance.

Outlook and privacy:

- 4.99 SPD Housing Policy 8 (i) acknowledges that a building's proximity can have an overbearing and dominating effect detrimental to the enjoyment by adjoining residential occupiers of their properties. Although it is dependent upon the proximity and scale of the proposed development, a general standard can be adopted by reference to a line produced at an angle of 45 degrees from a point 2 metres above the adjoining ground level of the boundaries of the site where it adjoins residential properties. However, on sites that adjoin residential properties that have rear gardens of less than 9 metres in length this line should be produced at 45 degrees from a point at ground level on the boundary of the site where it adjoins residential properties. If any part of the proposed building extends beyond these lines, then on-site judgement will be a determining factor in assessing the effect which the extension will have on the existing amenities of neighbouring properties. In the case of privacy, SPD Housing Policy 8 states that new windows should normally be positioned to that the distance to any residential window is not less than 18m as measured by an arc of 60 degrees taken from the centre of the proposed new window.
- 4.100 The rear of the commercial units at 107-137 Lillie Road extend up to the northern boundary of the site. The original small rear yards serving each shop unit has in time been filled in by a ground floor extension. The rear of the first floor remain on the original building line and have a single window opening with a southerly aspect. Some of the windows are covered over with solid security shutters. The rear building line of the proposed building would be positioned between 4 and 7m from the northern boundary of the site. The separation distance between the existing first floor window serving each of the 13 premises and the walkway on the floors of the proposed building would be between 8 and 11.5 m. Whilst the distance proposed would be less than the minimum 18m SPD standard this would be acceptable in this instance. A considered approach has been taken to the orientation and layout of the proposed building and the location of windows. The primary frontage of the proposed building is orientated to the south and Clem Attlee Court with a secondary aspect to the rear facing the commercial units. On balance, officers consider that the development would not give rise to unacceptable levels of loss of outlook or privacy to warrant refusal of planning permission on the basis that 107-137 comprise a mix of retail, convenience or takeaway uses on the ground floor with ancillary commercial accommodation on the upper floors.
- 4.101 There are existing windows and a doorway on the side elevation of 139 Lillie Road / 2 Jervis Road opposite the site which serve a doctor's surgery and single dwelling. The flank elevation of the new building would be positioned 11m away from the windows. Notwithstanding the closer proximity of the proposed building to the dwelling, it is considered that there would be no unacceptable levels of overlooking between buildings given the oblique views from some of the existing windows towards the flank wall of the proposed building. The design of this elevation has been planned to improve visual interest and to prevent overlooking. Bricks would be utilised in a contemporary form to add relief to the appearance of

the elevation. Whilst the proposed building would be taller, officers consider that the proposed building would still retain an acceptable element of open aspect from the rear of the neighbouring property and the siting and design of the proposed development would not unduly affect the amenities of the existing occupiers in terms of outlook to warrant refusal of planning permission. In terms of privacy, obscure glazing would be built into the corners of the building serving the walkways and balcony openings to prevent overlooking. Both design features would contribute to break up the appearance and overall mass of this elevation. Officers recommend that a planning condition is imposed that requires the westernmost end of the walkways and balconies be completed in translucent or obscure/opaque glazing to prevent any overlooking/loss of privacy between the buildings.

- 4.102 The plans demonstrate that a minimum distance of 17-18m would be achieved between the south elevation of the proposed building and Stafford Cripps House. Windows on the south elevation of the proposed building would be sited a further 1.5m back. A series of privacy screens would be fixed to the balconies on this façade which would mitigate further potential overlooking and privacy issues between the two buildings. Generally, most windows on the south elevation of the proposed building would therefore exceed the 18m distance thereby creating an acceptable separation distance between facing windows in accordance with Housing policy 8 of the SPD.
- 4.103 In respect of the relationship with the recently approved application immediately to the north of the site at 103-105 Lillie Road (2016/0277/FUL), the proposal has been designed with a stepped height to ensure the development would not have an overbearing and dominating effect on future adjoining properties in 103-105 Lillie Road.
- 4.104 Given the urban context of the site and close relationship with neighbouring buildings it is considered that the proposed development complies with Policy DM A9 and DM G1 of the development Management Local Plan 2013 and SPD Housing Policy 8.

Daylight/Sunlight/Overshadowing Impacts

- 4.105 Paragraph 17 of the NPPF makes specific reference to securing a good standard of amenity for all existing and future occupiers of land and buildings. 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, in relation to privacy, overshadowing, wind, and microclimate. There are no specific policies about daylight, sunlight or overshadowing within the Development Management Local Plan or Core Strategy although Policy DM G1 does refer to the principles of 'good neighbourliness'. Paragraph 3.16 of the Planning Guidance Supplementary Planning Document also relates to protection of amenities of existing residential occupiers to ensure that they are unduly affected.
- 4.106 The applicants have submitted a daylight and sunlight study based on the British Research Establishment (BRE) guide 'Site Layout Planning for Daylight and Sunlight, 2011.

4.107 The study is based on various numerical tests considering the potential impacts of the proposed development on daylight and sunlight on existing neighbouring buildings. The assessment includes the recently approved extant permission at 103-105 Lillie Road (ref: 2016/02771/FUL).

4.108 The daylight and sunlight study has been carried out an assessment on the following properties surrounding the site:

- 93-139 Lillie Road
- Jim Griffiths House
- Stafford Cripps House
- Chuter Ede House
- 246-250 North End Road

4.109 In urban and city centre areas, the BRE guidelines should be applied flexibly. There are circumstances that will exist where a greater degree of obstruction to light can on occasion, be acceptable or alternative targets may be applied. The BRE guide recommends that windows and rooms within only residential properties need to be assessed, and does not require any assessment on commercial or business properties.

Daylight

4.110 The BRE guide sets out different methods of assessing daylight. The Vertical Sky Component (VSC) is the most common method used for calculating daylight levels. The VSC measures the sky visibility from the outside face of a window and compares the amount of sky that would still be capable of being seen from that same position following the construction of the development. An unobstructed window will achieve a maximum level of 40%. The BRE guidelines advise that a good level of daylight is 27%, and state that daylight will be noticeably reduced if after the development the VSC at the centre of a window is both less than 27% and less than 80% of its former value. For the purposes of this report the VSC method of assessment has been considered.

4.111 The BRE guide acknowledges that if an existing building stands unusually close to the site boundary, a higher degree of obstruction is unavoidable. The guide goes on to explain that where existing neighbouring buildings sit close to the boundary alternative VSC targets may be applied. The alternative VSC targets are derived by calculating the level of light that the window would achieve if obstructed by a hypothetical 'mirror image' of the existing neighbouring building, an equal distance away from the boundary. In the case of Stafford Cripps House, the proposal has therefore been considered against an 'Existing Baseline' (current situation) as well as a 'Mirrored Baseline' which the applicant considers to be a more 'realistic comparison'. Officers consider this a reasonable approach as the site is in a built up urban area, surrounded by buildings of both commercial and residential uses.

Daylight

4.112 Officers have considered the daylight assessment produced for the adjoining properties and is acceptable in this case. In relation to daylight, the study concludes that most of the windows serving a habitable room would meet the conventional VSC criteria. North facing windows on the lower levels of Stafford Cripps House, windows on the east elevation of the three-storey rear addition at

139 Lillie Road and 2 Jervis Road and windows to the rear of 93-139 Lillie Road would however experience a higher degree of obstruction. It should be noted that all the surrounding windows were assessed on the assumption they are used as habitable rooms. However, on closer inspection of the surrounding properties this is not the case. Many of the windows in question are also positioned close to the site boundaries, at lower levels of the property or have inherent architectural features such as recessed areas or overhanging balconies/windows that result in the existing window not meeting the minimum requirements. Officers have looked specifically at the above results and the findings are summarised in more detail below.

- 4.113 Stafford Cripps House is a 7-storey apartment block with 78 flats, located south of the site. The residential units in this block are mostly 3 bedroom apartments, split over two levels and have dual aspect (north and south). Most of the habitable rooms and the main balcony or garden space have a southerly aspect. A large proportion of the doors and windows tested on the north elevation opposite the site serve communal areas or non-habitable rooms (main entrances, bathrooms, and kitchens) or bedrooms where there is a lower requirement for daylight. The front gardens at ground level and external walkways serving the upper floors are found on the north elevation. A large proportion of the windows on this elevation receive reduced daylight in some form by the building layout (ground level below the street level, walkways above existing windows, inset balconies, or protruding stairwells). The BRE recognises that such features can impede the available light to windows located beneath even if there is a modest obstruction, which increases their sensitivity to massing changes opposite and exaggerate the relative light loss.
- 4.114 In an alternative 'mirror image' VSC assessment carried out for Stafford Cripps House, all the windows with exception of one would not satisfy the BRE test. This window is located on the ground level and is partly obstructed by a front boundary wall and soft landscaping. Therefore, due to the lower-level position, the window already has daylight conditions that do not meet the BRE Guidance. Having regard to the internal layout/dual aspect of all the flats in this building, the overall impact on Stafford Cripps House is considered to be moderate and would not be noticeable to warrant refusal of planning permission.
- 4.115 In the case of 139 Lillie Road / 2 Jervis Road, this is a part-two, part-three storey mid terraced property, located on the southern side of Lillie Road, close to the junction with Jervis Road (to the west). The building is partly occupied by the Lillie Road Health Centre and a dwelling to the rear (2 Jervis Road). The doctor's surgery occupies the front of the building with the main entrance to the front elevation on Lillie Road. A separate staff entrance is located to the side facing the application site. A small residential unit is located to the rear of the building on three levels (ground, first and second floor). The residential entrance is on the rear elevation facing Clem Attlee Court. On the side elevation opposite the site, there are four overhanging splayed windows at first and second floor levels above small ground floor openings. The overhanging windows are large when compared to the rest of the openings in this elevation and the three ground floor openings would meet the VSC if the overhangs were not in place. Whilst some of the windows are considered to be below the recommended VSC value it is considered there would be no detrimental impact on daylight.

- 4.116 In the case of the existing two storey parade fronting 107–137 Lillie Road, officers consider that the daylight impacts to this frontage should be interpreted flexibly, having regard to the physical characteristics and layout of these premises. As highlighted above, the parade comprises a mix of retail/non-retail uses on the ground floor with ancillary space on the upper floor. The first floor is accessible through the shop and is not self-contained. Some of the existing first-floor windows are covered with a roller shutter and categorised as non-habitable space. The assessment has identified that potential daylight and sunlight effects in this case are unavoidable but supposing the first-floor windows serve ancillary space to a commercial unit the impacts are considered less sensitive. The study also indicates that there are mitigating factors which need to be considered. The characteristics and proximity of this parade to the site to the site boundary and the fact that the existing housing office is only two storeys contributes to a higher theoretical level of existing daylight levels to the neighbouring properties. To minimise impacts in terms of daylight, the design of the proposed building has taken account of its proximity to the commercial parade and as there is no harm to residential amenities the development is not considered harmful in this respect.
- 4.117 In the case of the extant permission at 103-105 Lillie Road, four windows are impeded by balconies above them. The BRE guide acknowledges that windows with balconies above them typically receive less daylight, as the balcony cuts out light from above and a modest obstruction opposite may result in a relatively large impact and somewhat misleading percentage alteration in VSC terms. The BRE explains that an alternative calculation may be carried out assuming the balconies do not exist. An additional assessment has been completed for 103 – 105 Lillie Road but without the overhanging balconies and the four windows in question would pass the VSC. In the case of 93-97 Lillie Road, small change in the quantum of daylight represents that they fall slightly below the 0.8 criteria (a ratio of 0.7 or above) but in overall terms this represents a small percentage change where in reality the difference is considered negligible.
- 4.118 In summary, 7 out of 762 (92%) of the tested windows would experience a more significant effect as a result of the development which falls short of the BRE guidelines and can't be considered marginal. As stated many of these rooms on the flank elevation of 139 Lillie Road / 2 Jervis Road are positioned at lower levels of the property or have inherent architectural features that result in the existing room not meeting the minimum requirements and the constrained location of the window dictates the VSC levels rather than the height of the proposed building. Therefore, whilst there would be some breaches of the BRE guidelines, officers consider these would be localised and small in number and magnitude. On balance, it is considered that the proposal would be acceptable in this respect.

Sunlight and Overshadowing

- 4.119 The Annual Probable Sunlight Hours (APSH) predicts the sunlight availability during the summer and winter for the windows of each habitable room that faces 90 degrees of due south for a period of time. The summer analysis covers the period 21 March to 21 September, the winter analysis 21 September to 21 March. The BRE guidance states a window may be adversely affected if the APSH received at a point on the window is less than 25% of the annual probable

sunlight hours including at least a 5% of the annual probable sunlight hours during the winter months and the percentage reduction of APSH is 20% or more.

- 4.120 Where a window does not meet the first criteria, retaining at least 25% total APSH with 5% in the winter months, but the percentage reduction is less than 20% it will experience a negligible impact, as the area receiving reduced levels of sunlight is comparatively small when considering the baseline sunlight levels.
- 4.121 All the windows which face within 90 degrees due south have been tested.
- 4.122 The study states that all main habitable rooms pass both the total annual sunlight test hours test and winter sunlight hours test (annual probable sunlight hours between 21 September and 21 March), with exception to windows in Stafford Cripps House, 250 Lillie Road and 103 and 105, plus 113, 127 129 Lillie Road. However, as highlighted above, most of these windows do not serve a main living room and would not be required to be tested under the BRE guidelines. Windows at Stafford Cripps House and most in 103-105 Lillie Road would surpass the mirrored baseline scenario but three windows appear to serve a living room would fall short of the BRE recommendations.
- 4.123 In terms of overshadowing to gardens and open space, the study advises that the proposed development would not create any new areas which receive less than two hours of sunlight on 21st March and therefore passes the BRE test.
- 4.124 The potential impacts of the proposed development on the daylight and sunlight conditions of neighbouring properties have been considered and assessed. The BRE guidelines can be applied flexibly in urban locations and consideration must be given to the existing site circumstances and the on-site judgement. On balance, the overall impact of the proposed development on neighbours is considered acceptable and not harmful to residential amenities.

TRAFFIC GENERATION AND CAR PARKING

- 4.125 Policy 6.1, 6.3, 6.9, 6.10, 6.11 and 6.13 of the London Plan sets out the intention to encourage consideration of transport implications as a fundamental element of sustainable transport, supporting development patterns that reduce the need to travel or that locate development with high trip generation in proximity of public transport services. The policies also provide guidance for the establishment of maximum car parking standards.
- 4.126 Core Strategy Policy T1 supports The London Plan. Policy DM J3 relates to housing with reduced parking whilst Policy DM J4 of the DM LP requires new development to incorporate ease of access by disabled people and people with mobility impairment. Policy J1 states that all development proposals will be assessed for their contribution to traffic generation and their impact on congestion. Policy DM J2 of the DM LP requires new development to accord with the car parking standards set out in the London Plan. Policy DM J5 seeks to increase opportunities for cycling and walking. Policy DM J6 relates to development affecting the borough's road network. These are supported by SPD Transport Policies 3, 6, 12, 22 and 33.

- 4.127 Emerging Draft Local Plan Policy T2 relates to transport assessments and travel plans and states “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”. Policies T3, T4, T5 and T7 relate to opportunities for cycling and walking, vehicle parking standards, blue badge holders parking and construction and demolition logistics.
- 4.128 Clem Attlee estate has different parking restrictions compared to the local Controlled Parking Zones (CPZ). There are a number of Controlled Parking Zones (CPZ) operating around the housing estate which include Zone D (north of Lillie Road) that restricts on-street parking and Monday to Friday from 9am to 5pm, Zone F (east of North End Road) and Zone W (west of Rylston Road) Monday to Saturday from 9am to 5pm. Clem Attlee estate is located within the Housing Estate Parking Zone HE2 with a capacity for 158 parking bays for permit holders.
- 4.129 Vehicle access is via Lillie Road/Jervis Road and provides entry to the wider Clem Attlee estate. Pedestrian access is available from Lillie Road and North End Road. Vehicular access to the site would be from two shared points off Clem Attlee Court and serve three individual car parking spaces. The proposed development would be primarily 'car free' apart from three 'blue badge' parking spaces. The development would result in the loss of car parking spaces used in conjunction with the existing housing office and by estate residents.
- 4.130 The site has a Public Transport Accessibility Level (PTAL) of 5 using the Transport for London's methodology which measures the accessibility of a point to the public transport network. A PTAL can range from 1a to 6b, where a score of 1 indicates a “very poor” level of accessibility and 6 indicates “excellent” accessibility. This indicates the site has a current rating of very good level of public transport accessibility. West Brompton station is the closest underground/railway station to the site, located approximately 700m, a 9-minute walk away. Alternative London Underground stations are West Kensington which is approximately 850m or an 11 minutes' walk, to the north of the site. Fulham Broadway underground station is located 950m, 12 minutes walking distance, to the south of the site. There are several bus routes/stops within close proximity to the site on Lillie Road and North End Road.

Existing Car Parking

- 4.131 The proposed development would result in the loss of 9 car parking spaces used by staff and 14 spaces used by residents on the estate. Parking bays in Clem Attlee Court, located outside Stafford Cripps House would be suspended for two years during the development works. The submitted Transport Statement has appraised the impact of the proposal in highway terms and the effect of the removal of the car parking spaces. A parking beat survey was undertaken on one weekday in June 2017 (24hrs.), to assess the local parking supply and demand. The survey recorded the occupancy levels in the study area that included the north part of the Clem Attlee estate and the surrounding streets to the north and east of the application site.
- 4.132 The parking survey concluded that the occupancy level plotted across the entire study area operate at under capacity. An average rate of 68% capacity was recorded across all the hours which shows there is spare capacity to

accommodate the proposal. The highest recorded occupancy period was identified at 2400 hrs. with a peak of 75% of capacity. The lowest occupancy rate recorded across part of the day was at 64%. The parking conditions of specific locations within the survey area were studied and in some instances, were found to be operating above the capacity levels at specific hours of the day (during the night and early hours of the day). The areas with the highest parking stress level within the study area were identified to be on the Clem Attlee estate behind Hugh Gaitskell Close. Other areas within the estate were also shown to be operating above or close to capacity at specific times (between 2400 – 0900). The survey however indicates that the number of spaces that exceed the capacity is minimal.

- 4.133 Clem Attlee estate has an existing capacity for 158 parking bays. Development of the site would result in the loss of parking capacity on the estate during the construction works and following completion of the development. In total 14 on-site parking bays used by residents would be permanently lost following completion of the development and a further 11 bays would be suspended for two years in front of Stafford Cripps House to allow construction vehicles to access the site during these works.
- 4.134 The Borough's Housing team have looked at how the impact of the loss of parking spaces within the estate can be limited and have been in discussion with the tenant's association. Changes to the current parking arrangements on the housing estate have been considered to mitigate the net loss of residential parking bays. In response, additional parking spaces can be introduced outside Michael Stewart House, Tom William House and Herbert Morrison House. This would result in a net gain of 14 parking bays. Once the 11 parking spaces suspended during the development works this would increase the parking capacity of estate up to 167 bays, a net increase of 9 parking spaces.
- 4.135 The results of the surveys and works proposed to mitigate the loss of parking spaces is not considered a problem in the area. As such the approach to parking and on street blue badge provision is supported.

Proposed Car Parking

- 4.136 Except for three disabled parking bays, no car parking is proposed for the development. This means the proposal would be chiefly 'car free' and would ensure the development does not harm the existing amenities of the occupiers of neighbouring residential properties by adding to car parking stress on the estate and surrounding streets. The s106 agreement would restrict future residents from obtaining a parking permit except for blue badge permits.
- 4.137 The site is in a council controlled housing estate. The parking spaces are not for wider public use, with the estate management having control over permit allocation within the Clem Attlee estate. The proposal is car free, and the applicant has agreed to the requirement of a car permit free development through the legal agreement to restrict the prospective residents from applying for parking permits on the estate or anywhere in the borough. Similar restrictions would also form part of individual tenancy agreements that the applicant has for residents on other schemes. As such the proportion of residents who own a private car is anticipated to be low. Officers welcome this approach and recommend this be secured by way of the legal agreement.

- 4.138 Two of the three disabled parking bays provided would be located adjacent to the Action on Disability entrance. The third space would be located within a covered area next to the main residential entrance. It is noted that due to the head restriction, the third parking space would not be fully complying with Part M of the access to and use of buildings. There are constraints on site which prevent further on-site provision of accessible parking spaces for blue badge holders and therefore considered acceptable.
- 4.139 Blue badge holders visiting the site can use the existing parking bays on the public highway or estate. Given the planning policy requirements for disabled parking for the development, it is recommended that the development works to Clem Attlee Court consider the provision of designated parking spaces for the disabled blue badge users close to the residential entrance point.

Trip Generation

- 4.140 A trip generation assessment has been carried out for both the existing office use and proposed development using TRICS database. This is considered robust. The assessment demonstrates that for the 30 residential units, there would be a small increase of 3 trips in the AM peak and a decrease in the PM peak of 8 trips. The assessment also shows that in total, based on the proposed office floor space, there will be a decrease in the AM peak of 19 and a decrease in the PM peak of 20 trips. This demonstrates that in the peak hours, the impact of the proposed residential development would have on transport networks would be insignificant. For the proposed office space, the assessment shows that there would be a reduction in the number of trips.
- 4.141 The removal of the on-site car parking spaces and provision of three on-site parking spaces would result to a significant reduction of two-way trip generation trips expected for the site. Therefore, it is concluded that this development is unlikely to have material highways impact on the public highway, due to low number of trips forecasted. Similarly, it is considered that the proposed development would not have a significant impact on the local public transport network because of the scale of the development and the existing high level of public service provision within the area.

Cycle Parking

- 4.142 The development would provide a total of 65 cycle parking spaces, located in two enclosed and secured stores broken down to 57 for the proposed residential units and 8 for Action on Disability staff and visitors. The London Plan requires a minimum of 1 cycle parking space for all 1 bed units and 2 cycle parking spaces for any residential unit with more than 1 bedroom. The cycle parking provision for the development proposals would therefore be in accordance with these standards. The cycle parking provision for the residents and office users would be in separate storage spaces at ground floor level within secure and covered areas. It is considered that the cycle parking provisions are acceptable subject to detailed drawings of the cycle parking facilities within the specified areas.

Travel Plans

- 4.143 This is considered a small-scale major residential led development and no travel plan was included in the Transport Statement.

Delivery and Servicing

4.144 The Transport Statement presents an outlined delivery and servicing strategy for the proposed development. Delivery and servicing vehicles would be controlled as part of a Delivery and Servicing Plan to encourage deliveries outside peak hours and not to arrive at anti-social hours during the night or the early hours of the morning. The submission of a Delivery and Servicing Plan is welcomed and would be secured by condition (condition 45).

Refuse/Recycling

- 4.145 London Plan Policy 5.16 relates to waste self-sufficiency. It states that the Mayor will work with London Boroughs to manage as much of London's waste within London as practicable, working towards managing the equivalent of 100 per cent of London's waste within London by 2031 and create positive environmental and economic impacts from waste processing work towards zero biodegradable or recyclable waste to landfill by 2031.
- 4.146 Waste Management Strategy for London sets the following objectives which include achieving zero municipal waste direct to landfill by 2025, to reduce the amount of household waste by 20 per cent by 2031 and to recycle or compost at least 45 per cent of municipal waste by 2015, 50 per cent by 2020 and 60 per cent by 2031 and to reuse and recycle 95 per cent of construction, excavation, and demolition waste by 2020.
- 4.147 The Mayor's SPG on Sustainable Design and Construction sets out a set of essential standards in relation to waste. These include to minimise, reuse, and recycle demolition waste; specify use of reused or recycled construction materials and provide facilities to recycle or compost at least 25% of household waste by means of separated dedicated storage space. By 2010 this should rise to 35%; recycling facilities should be as easy to access as waste facilities.
- 4.148 Policy CC3 of the Core Strategy also relates to waste. It advises that the Council pursue sustainable waste management. Policy DM H5 of the DM Local Plan requires developments to include suitable facilities for waste management including the collection and storage of separated waste and where feasible on-site energy recovery.
- 4.149 Separate storage of waste and recycled materials would be provided for the office and residential uses. Two dedicated refuse stores and collection areas would be provided fully integrated into the building, designed to be accessible and as visually unobtrusive as possible. The layout has been designed to accommodate waste and recycling storage areas of the required volumes for the number and size of units and office space proposed within the building. The provision is in accordance with the H&F Planning Guidance Supplementary Planning Document (SPD) (2013). The proposed:
- B1 commercial - two 1,100 litre Eurobins for refuse and recycling
 - Residential – four 1,100 litre Eurobins for refuse
 - Residential – three 1,100 litre Eurobins for recycling
- 4.150 Residents would be required to carry their refuse and recycling to the designated areas within the building at ground floor level. The refuse and recycling waste would be collected from Clem Attlee Court regularly via municipal refuse waste and recycling vehicles similar to other properties in the vicinity of the site.

- 4.151 Officers consider the refuse provision and arrangements are acceptable subject to a condition requiring the approved details be set out in accordance with the plans. It is also considered that there would be adequate access and turning space provided for refuse/recycling to be collected outside the site on Clem Attlee Court. As such, it is considered that the development would be in accordance with London Plan policy 5.16, Core Strategy policy CC3 and DM Local Plan policy DM H5, the NPPF and the relevant planning guidance set out in the Mayor's SPG (Sustainable Design and Construction).
- 4.152 At present, there is no footway adjacent to the site. A footway would be reinstated as part of the development with the necessary vehicular accesses to the three parking spaces. Clem Attlee Court is not an adopted highway and is a road maintained by the Borough's Housing team. The Borough's Highways officers advise that the road will not become adopted and details of the proposed works on Clem Attlee Court would require agreement with Housing to enable construction of the works. The proposed alterations to Clem Attlee Court would include works such as re-instating / repaving kerbs, crossovers and resurfacing and would be completed under a S278 agreement. The submission would be secured by way the s106 legal agreement.

Construction Logistic Plan (CLP)

- 4.153 The applicant has provided an outline Construction Logistic Plan which includes details on routes which construction vehicles could take, minimising where possible the impact of construction vehicles on the road network, construction activities and programme. The contractor or the number of construction deliveries are not known at this point. The development site is proposed to be serviced from Clem Attlee Court involving the removal of the car parking spaces located opposite the site. A turning facility would also need to be provided adjacent to site. Further details would need to be agreed with the Borough's Highways and Housing team and would include matters relating to the temporary suspension of parking bays, delivery, loading /unloading of materials, crane details and location / form of temporary construction buildings. Given the circumstances it is recommended that the Construction Logistics Plan be secured by condition together with approval of details relating to a Construction Management Plan and Demolition Management and Logistic Plans prior to commencements of works.
- 4.154 It is considered that the overall traffic impact of the proposed development would be acceptable and in accordance with DM Local Plan Policy DM J1. Due to the site constraints, it is not possible to provide additional off street parking. The proposed building fills the majority of the site and delivers the maximum number of homes possible. The principle of being a car-free development and the level of cycle parking is assessed as being acceptable in accordance with the DM Local Plan policies DM J2 and DM J3 and London Plan (2016) table 6.3. The site is accessible and well served by public transport. It is considered that any impacts arising from the development would be mitigated by planning conditions. The proposed development is therefore considered acceptable in accordance with policies 6.1, 6.3, 6.5, 6.9, 6.10, 6.11, 6.13 and Table 6.3 of the London Plan (2016) and policy T1 of the Core Strategy (2011) and policy DM J1, DM J2, DM J3, DM J4, DM J5 and DM J6 of the Development Management Local Plan 2013 and the Council's Planning Guidance Supplementary Planning Document.

ENVIRONMENTAL CONSIDERATIONS

Flood Risk and Surface Water Drainage

- 4.155 The impact of the proposed development on water resources, drainage and surface water run-off have been considered, along with an examination of the potential for flood risk.
- 4.156 The NPPF states that inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk, but where development is necessary, making it safe without increasing flood risk elsewhere.
- 4.157 London Plan Policies 5.11, 5.12, 5.13, 5.14 and 5.15 require new development to comply with the flood risk assessment and management requirements of national policy, including the incorporation of sustainable urban drainage systems, and specifies a drainage hierarchy for new development.
- 4.158 Core Strategy Policy CC1 requires that new development is designed to take account of increasing risks of flooding. Core Strategy Policy CC2 states that new development will be expected to minimise current and future flood risk and that sustainable urban drainage will be expected to be incorporated into new development to reduce the risk of flooding from surface water and foul water. Emerging Draft Local Plan Policy CC3 and CC4 carry these requirements forward within the emerging policy.
- 4.159 DMLP Policy DM H3 requires developments to reduce the use of water and minimise current and future flood risk by implementing a range of measures, such as sustainable drainage systems (SuDS) where feasible and the use of water efficient fittings and appliances. SPD Sustainability Policies 1 and 2.
- 4.160 The site is located in the Environment Agency's Flood Zone 2. As required, a Flood Risk Assessment (FRA) has been submitted with the application together with a Surface Water Management Strategy. The site is well protected from flood risk from the River Thames by the existing defences, such as the Thames Barrier and local river walls. In the event of these failing or being breached, the site is not considered to be in danger of being impacted by flood water. Flood risk from the Thames is therefore considered to be low. The principal source of flood risk in the area is from surface water flooding. A combined sewer is located close to the site within Lillie Road. The development does not include a basement level and the finish floor levels in the proposed building are not being lowered, so groundwater and sewer flood risk is a less significant issue.
- 4.161 In terms of surface water flood risk, the site is not in a flooding hotspot but ponding of water close to the site would be expected in the event of an intense storm. SuDS measures have been put forward to manage surface water run-off and slot drains installed adjacent to the building entrances to intercept any overland water flow. Condition 41 requires the submission of a revised FRA to provide confirmation of the site levels and how run off during an intense storm would be managed. SuDS measures include permeable paving and a soft landscaped area to the north to attenuate run off prior to discharge. Further attenuation solutions include the possible use of a blue or green roof on the 3-storey block but is not detailed in the submission at this stage. Officers

recommend that the feasibility of such measures should be investigated and how this would influence the attenuation requirements and resulting discharge rates. This will need to be investigated at the next stage when more clarity on proposed requirements is available.

- 4.162 Subject to the submission of details, the FRA is acceptable but further details are required for the drainage strategy in terms of the approach of managing surface water run off at the site. In line with guidance provided by the borough and Thames Water, officers consider that greater effort needs to be placed on aiming to maximise the amount of attenuation to be achieved in the development through the implementation of a range of SuDS measures where possible, achieving greenfield run-off rates for the final discharge of surface water where possible. Details relating to the feasibility of a green/blue roof and a detailed design of the proposed storage tank, which should utilise infiltration unless the ground conditions are not suitable would need to be included. Subject to the submission of details by way of condition of the drainage and attenuation measures to be implemented, officer's consider that the proposed development would therefore be acceptable in accordance with Policies 5.11, 5.13, 5.14 and 5.15 of the London Plan, policy requiring flood risk assessment and development to mitigate flood risk, Policies CC1 and CC2 of the LBHF Core Strategy which requires development to minimise future flood risk and Policy DM H3 of the LBHF DMLP together with SPS Sustainability Policies 1 and 2.

Land Contamination

- 4.163 National Planning Policy Framework paragraph 121 states planning decisions should ensure that the sites are suitable for its new use taking account of ground conditions and after remediation the land should not be capable of being determined as contaminated land.
- 4.164 Policy 5.21 of the London Plan 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.
- 4.165 Core Strategy Policy CC4 (including Policy CC9 of the Draft Local Plan) states that the Council will support the remediation of contaminated land and that it will take measures to minimise the potential harm of contaminated sites and ensure that mitigation measures are put in place.
- 4.166 DMLP Policy DM H7 states when development is proposed on or near a site that is known to be, or there is good reason to believe may be, contaminated, or where a sensitive use is proposed, an applicant should carry out a site assessment and submit a report of the findings to establish the nature and extent of the contamination. Development will not be permitted unless practicable and effective measures are to be taken to treat, contain, or control any contamination so as not to:
- (i) expose the occupiers of the development and neighbouring land uses including, in the case of housing, the users of gardens to unacceptable risk;
 - (ii) threaten the structural integrity of any building built, or to be built, on or adjoining the site;
 - (iii) lead to the contamination of any watercourse, water body or aquifer; and

- (iv) cause the contamination of adjoining land or allow such contamination to continue.
- 4.167 Any application will be assessed in relation to the suitability of the proposed use for the conditions on that site. Any permission for development will require that the measures to assess and abate any risks to human health or the wider environment agreed with the authority must be completed as the first step in the carrying out of the development.
- 4.168 SPD Amenity Policies 2, 3, 4, 5, 7, 8, 12, 13, 14 and 15 deals with contamination. Policy 16 sets out the common submission requirements for planning conditions relating to contamination and Policy 17 deals with sustainable remediation.
- 4.169 Potentially contaminative land uses (past or present) are understood to occur at, or near to this site. The applicant has submitted a Ground Contamination Assessment and contains a preliminary risk assessment. The document identifies ground gases as a potential risk which cannot be discounted. Officers recommend that as there is an unquantified ground gas risk, a full preliminary risk assessment is required in order to determine suitable remedial measures. To ensure that no unacceptable risks are caused to humans, controlled waters, or the wider environment during and following the development works, conditions are recommended covering the assessment and subsequent remediation of contaminated land if required.
- 4.170 The development is considered to be in accordance with relevant national, regional, and local contaminated land policies which seek to manage the development of land to minimise the potential harm of contaminated sites and where appropriate, ensuring that mitigation measures are put in place. The proposed development therefore accords with Policy 5.21 of the London Plan, Policy CC4 of the Core Strategy and DMLP Policy DM H7 and officers consider that there are no material considerations which indicate that planning permission should not be granted.

Sustainability and Energy

- 4.171 At the heart of the NPPF is 'the presumption in favour of sustainable development which should be seen as a golden thread running through both plan making and decision making'.
- 4.172 The proposal has been considered against Policies 5.1, 5.2, 5.3, 5.6, 5.7, 5.8, 5.9, 5.11, 5.12, 5.13, 5.14, 5.15, and 7.19 of the London Plan and Policies CC1 and CC2 of the Core Strategy and Draft Local Plan which promote sustainable design, adaption to climate change and carbon emissions reductions, together with DMLP Policies DM H1 and DM H2. SPD Sustainability Policy 25 requires major planning applications to provide details of how use of resources will be minimised during construction and Policy 29 requires submission of a detailed energy assessment.
- 4.173 Policy 5.2 requires an overall reduction in carbon emissions over minimum building regulation levels following the energy hierarchy and this is achieved through applying the following hierarchy:
- Be Lean: Use less energy.
 - Be Clean: Supply energy efficiently.

- Be Green: Use renewable energy.

Sustainability

- 4.174 As required, a Sustainability Statement has been provided with the application and is broadly acceptable. In terms of sustainable design and construction, the Mayor's Sustainable Design and Construction SPG (2014) contains a number of priority and best practice measures on issues such as land use, site layout, building design, use of resources such as energy, water and building materials, promoting nature and biodiversity, managing flood risk and pollution impacts and inclusion of climate change adaptation measures.
- 4.175 The Sustainability Statement has demonstrated how the development will minimise demand on resources such as land, energy and water and include the following: re-using a previously developed brownfield site, the development would be car free except for three blue badge spaces, encourages cycle use by providing cycle parking, provides recycling facilities, includes flood risk minimisation measures, water efficiency measures and sustainable energy measures in the form of pv' s to reduce CO2 emissions, use of sustainable building materials, and air quality mitigation measures. The building has been designed in the first instance to reduce energy demand by using passive measures such as orientation, natural daylight, and solar gain. Well insulated building components are proposed which will be designed and built to a higher airtightness standard than the minimum required by the Building Regulations. Other measures include external shading to walkways and balconies, screens, internal blinds to windows to the residential units and generous floor to ceiling heights in the dwellings and offices (2.5m and 3.125 m respectfully). High efficiency, low energy lighting is to be used throughout. No mechanical ventilation is proposed for the office space or residential units. Ventilation needs would be met utilising natural systems such as single sided cross ventilation. It is also recommended that the office area be fitted with occupancy sensors to keep lighting use to a minimum. It is considered reasonable to require the implementation of the submitted Sustainability Statement by condition to ensure the delivery the measures set out. Officer's consider that the development meets the requirements of the London Plan Policy 5.3 and DMLP Policy DM H2 and follows the Mayor's SPG closely, implementing measures wherever possible to provide a high level of sustainability.

Energy

- 4.176 As required, an Energy Statement has been provided with the application. The development is a mix of residential and non-residential uses and there are different CO2 reduction target requirements for each component. The residential units are required to comply with the London Plan's zero carbon requirement for major residential developments whereas the non-residential element is required to reduce CO2 emissions by 35% beyond the minimum requirements of the 2013 Building Regulations.
- 4.177 The submitted details show that demand reduction and energy efficiency measures have been included where possible in order to reduce energy use and CO2 emissions. The connection of the site into an existing heat network has been considered. Although the site is close to a proposed heat network system within the Earls Court and West Kensington Regeneration Area, the network is not available at present. The use of a site-wide communal heating system has

been assessed. This has been ruled out on the basis that the heat demand for the building is too low to make this a viable option. The plan is for every residential unit to have its own individual boiler. Further justification has been provided by the applicant to the approach which demonstrates that the development is not suitable for a communal heating system, as the additional cost would result in a significant overspent and compromise the viability of the scheme. On this basis, officers have accepted that a site wide heat network would not be a viable or practical option,

- 4.178 The feasibility of including renewable energy generation on-site has been assessed. With exception of photovoltaics no other technologies have been found to be suitable given the lack of space on the site. Solar PVs are proposed on the flat roof of the 5-storey block of the building. The proposed arrangement indicates an area covering 187.5 sqm. with approximately 112 panels. Whilst acceptable in principle final approval on the layout of the panels would be conditioned.
- 4.179 The renewable energy technologies achieve a further 36.8% reduction in CO2 emissions. In total, the overall energy efficiency measures including heating and cooling systems and, renewable energy technology would achieve an improvement of 37.1% over the baseline. Therefore, the London Plan targets have been met in terms of the non-residential aspect. A condition securing the implementation of the submitted Energy Assessment is considered reasonable to ensure the inclusion and delivery the measures set out.
- 4.180 The Energy Assessment calculates that annual CO2 emissions for the residential units would be 21,016 kg (21.02 tonnes) if they were designed and built to meet the Building Regulation requirements, with CO2 associated with the small ground floor community use. It is necessary for the shortfall to be made up via a payment in lieu to the value of £37,828 which would need to be included in the s106 Agreement. This figure would however be subject to recalculation prior to occupation of the residential units. The CO2 reduction proposals meet the requirements of London Plan Policy 5.2 and Local Plan requirements which are in line with the London Plan, although the targets can only be met with the use of a carbon offset payment to supplement the on-site measures. However, this approach is acceptable. A condition securing the submission of a revised Energy Assessment is considered a reasonable approach to ensure the inclusion and delivery of the measures set out, as well as the obligation within the s106 legal agreement to secure the payment of the identified carbon offset payment. Officers therefore consider that the proposed development accords with Policies 5.1, 5.2, 5.3, 5.6, 5.7, 5.8, 5.9, 5.11, 5.12, 5.13, 5.14, 5.15 and 7.19 of the London Plan, Policies CC1 and CC2 of the Core Strategy, Policies DM H1 and H2 of the DMLP and Sustainability Policy 25 and Policy 29.

Air Quality

- 4.181 LBHF was designated as an Air Quality Management Area (AQMA) in 2000 for two pollutants - Nitrogen Dioxide (NO2) and Particulate Matter (PM10). The main local sources of these pollutants are road traffic and buildings (gas boiler emissions).

- 4.182 NPPF Paragraph 124 relates to air quality and it states planning decisions should ensure that any new development in air Quality Management Areas is consistent with the local air quality action plan.
- 4.183 Policy 7.14 of the London Plan seeks that development proposals minimise pollutant emissions and promote sustainable design and construction to reduce emissions from the demolition and construction of the buildings; not worsen existing poor-quality air quality. Where additional negative air quality impacts from a new development are identified, mitigation measures will be required to ameliorate these impacts. This approach is consistent with paragraphs 120 and 124 of the NPPF. Further the Mayor of London's Air Quality Strategy provides a framework of policy which aims to improve air quality in London.
- 4.184 Core Strategy Policy CC4 and Draft Local Plan policy CC10 explains that the Council will reduce levels of local air pollution and improve air quality in line with the national air quality objectives.
- 4.185 DMLP Policy DM H8 states the Council will seek to reduce the potential adverse air quality impacts of new major developments by:
- Requiring all major developments to provide an air quality assessment that considers the potential impacts of pollution from the development on the site and on neighbouring areas and considers the potential for exposure to pollution levels above the Government's air quality objective concentration targets;
 - Requiring mitigation measures to be implemented to reduce emissions, particularly of nitrogen oxides and small particles, where assessments show that developments could cause a significant worsening of local air quality or contribute to exceedances of the Government's air quality objectives; and
 - Requiring mitigation measures that reduce exposure to acceptable levels where developments are proposed that could result in the occupants being particularly affected by poor air quality.
- 4.186 The impact of transport emissions during the demolition, construction, and energy plant emissions during the operational phase will have an impact on local air quality. The development site is within the borough wide Air Quality Management Area and in an area of poor air quality due to road traffic conditions. The proposal would introduce additional receptors into an area of poor air quality. The layout of the residential units is designed so that habitable rooms face towards Clem Attlee Court and not Lillie Road and therefore mechanical ventilation is not required in this instance. The proposed development would only provide three disabled parking spaces and therefore significantly reduce the volume of traffic.
- 4.187 The on-road and off-road vehicle emissions from the demolition and construction phases of the development will have an impact on local air quality. It is proposed that an Air Quality Dust Management Plan is secured by condition in addition to the Construction Logistics Plan and Servicing and Deliveries Plan and that these must include how low emissions vehicles (non-diesel) will be used during the demolition and construction phases to minimise the impact of these vehicle emissions on local air quality. The details of the Ultra Low Nox Gas fired boilers are also required to be submitted for approval by condition.

4.188 Officers consider that subject to the conditions mentioned above the development meets with policy requirements. Officers therefore consider that the proposed development accords with London Plan Policy 7.14, LBHF Core Strategy Policy CC4 and LBHF DMLP Policy DM H8 and that there are no material considerations which indicate that planning permission should not be granted.

Noise

4.189 NPPF paragraphs 109 and 123 are the primary source of planning guidance with respect to noise. Paragraph 109 states 'The planning system should contribute to and enhance the natural and local environment by inter alia preventing both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels of noise.

4.190 The Noise Policy Statement for England sets out the government's noise policy, which is to 'promote good health and a good quality of life through the effective management of noise.' Policies within the London Plan (7.5) and the London Ambient Noise Strategy aim to minimise the adverse impacts of noise on people living, working in and visiting London by using the best available practices and technologies. A key aim is to work towards more compact city development, while minimising noise.

4.191 At the local level, the LBHF's Core Strategy Policy CC4 requires the suitability of a site for residential use to be assessed in accordance with the procedures set out in PPG24 'Planning and Noise'. Draft Local Plan policy CC11 sets out that noise (including vibration) impacts will be controlled by measures and applicants will be expected to carry out noise assessments and provide details of the noise levels on the site. The policies in the DM Local Plan (H9 and H11) state that 'Housing and other noise-sensitive development will not normally be permitted where the occupants/ users would be affected adversely by noise from existing or proposed noise generating uses. The policy states that exceptions will only be made if it can be demonstrated that adequate mitigation measures will be taken. Noise generating development will not be permitted if it would be liable to materially increase the noise experienced by the occupants/users of existing or proposed noise sensitive uses in the vicinity'.

4.192 The Council's Environmental Health officer reviewed the application including the submitted noise assessment report, on behalf of Environmental Protection and does not have any objections to the proposal subject to the following conditions (and informatives). It is recommended that the following four conditions are added (1) Separation of noise sensitive rooms in neighbouring flats (to be submitted for approval), (2) External noise from machinery, extract/ventilation ducting, mechanical gates, etc, (to be submitted to LBHF for approval) (3) Anti-vibration mounts and silencing of machinery etc and (4) Demolition Method Statement and Construction Management Plan (to be submitted to LBHF for approval). The EHO has requested that approval of the relevant details be required prior to commencement of development to ensure that the amenity of occupiers of the development site is not adversely affected by noise, in accordance with Policies DM H9 and H11 of the Development Management Local Plan.

4.193 The occupier of 131 Lillie Road has expressed a concern that the existing ducting system may give rise to future complaints given the proximity of the proposed residential properties. Permission was granted in 2003 for the existing Class A5 use, the external fume extraction system on the rear elevation and a single storey rear extension. In terms of noise, the updated acoustic report has undertaken an assessment on the plant to the rear of 131 Lillie Road and demonstrates that the noise impact would be low due to the levels at the proposed dwellings has been calculated to be lower than the existing background level. The extract system is also conditioned and regulated under the 2003 permission and provided the conditions are met there would be no further action for noise nuisance. With regard to odour, the premises is required to meet requirements on the control of odour for commercial kitchen systems regardless of new or existing development and the Council has powers under the Environmental Protection Act 1990 if they cause a nuisance.

Planning Obligations and Community Infrastructure Levy

4.194 Under Section 106 of the Town and Country Planning Act 1990, as amended, local planning authorities have the power to enter planning obligations with any person interested in land in their area for the purpose of restricting or regulating the development or use of land.

4.195 In accordance with Regulation 122 of the CIL Regulations, and paragraph 204 of the NPPF, a planning obligation should only be sought where they meet all of the following tests:

- Necessary to make the Proposed Development acceptable in planning terms;
- Directly related to the Proposed Development; and
- Fairly and reasonably related in scale and kind to the Proposed Development.

4.196 Paragraph 203 of the NPPF supports that planning obligations should only be used where it is not possible to address unacceptable impacts through a planning condition.

4.197 In relation to planning obligations, the Community Infrastructure Levy Regulations 2010 (as amended) state that planning obligations should only be sought where they meet all of the following tests: be necessary to make the Proposed Development acceptable in planning terms; directly related to the Proposed Development; fairly and reasonably related in scale and kind to it (Paragraph 204 of the NPPF and Regulation 122 of the CIL Regulations).

Community Infrastructure Levy

4.198 The CIL Regulations 2010 came into effect in April 2010, and the Mayor's CIL Charging Schedule was adopted in April 2012. The Hammersmith and Fulham Borough CIL charging schedule was published on 20th May 2015 and came into force on 1st September 2015. Each body (Mayoral and London Borough) is permitted to adopt CIL pursuant to the CIL Regulations.

4.199 Subject to further details, both Borough or Mayoral CIL are unlikely to be liable for payment considering the proposed housing tenure being affordable housing and the office space for a charity organisation.

S106 Agreement

4.200 The application involves the redevelopment of a site to provide a high quality affordable housing led scheme within the Clem Attlee Estate. The planning obligations set out in the heads of terms are therefore considered necessary to make the development acceptable in planning terms, they are related to the development and fairly and reasonable in scale and kind to the development. A Section 106 agreement is therefore required to ensure the proposal is in accordance with the statutory development plan and to secure the necessary infrastructure to mitigate the needs of the proposed development.

Application Heads of Terms

4.201 To mitigate the impact of the development the following heads of terms are secured:

- Confirmatory Deed (to ensure that future owners of the site are bound by the terms of the s106 agreement).
- Affordable housing in terms of tenure, number, and nomination rights.
- Provision of 3 wheelchair adaptable units.
- Prohibition of future residents to obtain parking permits as secured through section 16 of the Greater London (General Powers) Act 1974.
- Carbon off-setting payment of £37,828.
- Local procurement for the construction phase.
- S278 agreement for off-site highway works.

5.0 CONCLUSION & RECOMMENDATION

5.1 Officers consider that the proposed 100% affordable housing development providing a mix of affordable rent and intermediate housing is acceptable. The development would contribute to much needed housing by maximising the development potential of the site with resulting in unacceptable impacts to neighbouring residents.

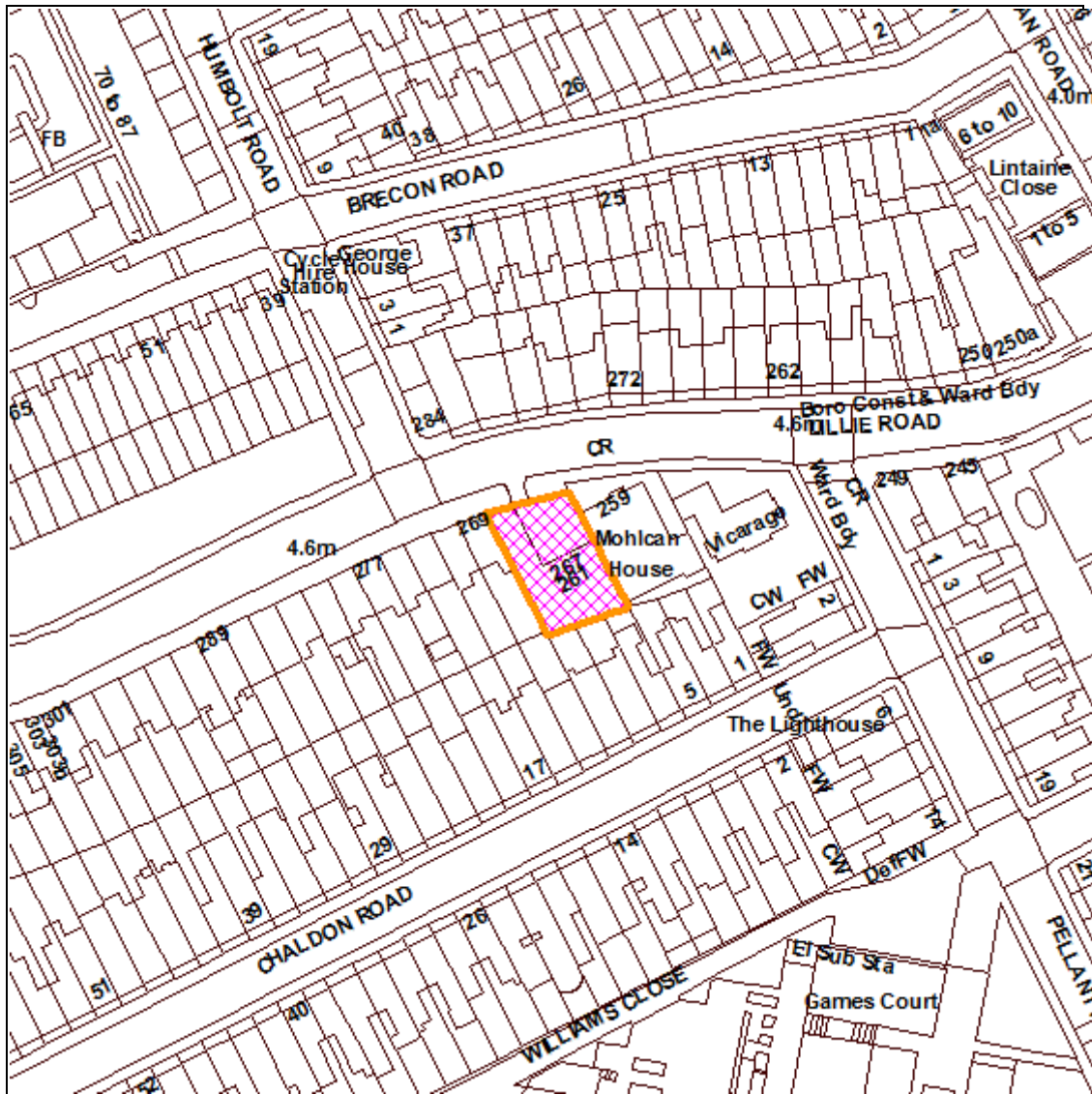
5.2 Officers consider the design to be of an acceptable standard and provides residential units in line with policy requirements and with a large community office use for the wider public benefit. Overall the proposals are considered to accord with Local Plan context and other material considerations including NPPF policies for delivering a wide choice of high quality homes and achieving sustainable development.

5.3 Accordingly it is recommended that the proposed development be granted planning permission subject to the conditions listed and the completion of a s106 agreement securing the heads of terms contained within this report.

Ward: Munster

Site Address:

261 - 267 Lillie Road London SW6 7LL



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

Reg. No:
2017/02885/FUL

Case Officer:
Alison Lavin

Date Valid:
21.07.2017

Conservation Area:

Committee Date:
09.01.2018

Applicant:

Mr M K Agha-Hjrous
261 - 267 Lillie Road London SW6 7LL

Description:

Demolition of existing warehouse (Use Class B8) and ancillary office; erection of a part three part four storey building to provide 3no. commercial units (Use Class B1) at ground floor level and 6no. self-contained flats (Use Class C3), consisting of 3no. one bedroom flats at first floor level and 3no. two bedroom flats at second and third floor levels.

Drg Nos: Planning Design _ Access Statement (Rev A);1041: PO5C; PO6B; PO7C; PO8C; PO9C; PO10

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 development shall not be erected otherwise than in accordance with the following approved drawings 1041: PO5B; PO6B; PO7C; PO8C; PO9C; PO10.

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 of the Development Management Local Plan (2013).

- 3) Prior to commencement of the development hereby approved, Demolition Management Plan and Construction Management Plan shall be submitted to and approved in writing by the Council. Details shall include length of time for the obstruction of the footway and control measures for pedestrian safety, control measures for dust, noise, vibration, lighting, delivery locations, restriction of hours of work and all associated activities audible beyond the site boundary to 0800-1800hrs Mondays to Fridays and 0800 -1300 hrs on Saturdays, advance notification to neighbours and other interested parties of proposed works and public display of contact details including accessible phone contact to persons responsible for the site works for the duration of the works and details of temporary site fencing/means of enclosure to be erected prior to any demolition works take place. Approved details shall be implemented throughout the project period.

To ensure that the amenity of occupiers of surrounding premises is not adversely affected by noise, vibration, dust, lighting or other emissions from the building site,

in accordance with Policies DM H9, H10 and H11 of the Development Management Local Plan (2013).

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

To ensure that construction works do not adversely impact on the operation of the public highway, and that the amenity of occupiers of surrounding premises is not adversely affected by noise, vibration, dust, lighting or other emissions from the building site, in accordance with Policies DM J1 and DM J6 of the Development Management Local Plan (2013).

- 5) The development hereby permitted shall not commence until detailed drawings in plan, section and elevation at a scale of no less than 1:20 of a typical bay of the Lillie Road elevation are submitted to and approved in writing by the Council. The development shall be carried out in accordance with such details as have been approved and thereafter permanently retained in this form.

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

- 6) Prior to commencement of the development hereby permitted (save for demolition and site clearance), details of all new external materials to be used in the development including curtain walling, cladding and roofing materials shall be submitted to, and approved in writing by, the Council. The development shall be carried out in accordance with the approved details; and permanently retained as such.

To ensure a satisfactory external appearance and to prevent harm to the street scene and public realm, in accordance with policies 7.1 and 7.6 of the London Plan (2016) and Policy BE1 of the Core Strategy (2011) and Policy DM G1 of the Development Management Local Plan (2013).

- 7) No plumbing, extract flues or pipes other than rainwater pipes shall be fixed on the Lillie Road elevation of the building(s) hereby approved.

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 of the Development Management Local Plan (2013).

- 8) 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(s) hereby permitted.

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

- 9) No alterations shall be carried out to the external appearance of the buildings, 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 Policy DM G1, DM A9, DM H9 and DM H11 of the Development Management Local Plan (2013).

- 10) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking or re-enacting that Order with or without modification), no aerials, antennae, satellite dishes or related telecommunications equipment shall be erected on any external part of the approved 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 buildings in accordance with Policy BE1 of the Core Strategy (2011) and Policy DM G1 of the Development Management Local Plan (2013).

- 11) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 or any order amending, revoking and re-enacting that Order) no extensions or other form of enlargement to the residential development hereby permitted, nor erection of porches, outbuildings, hardstandings, storage tanks, gates, fences, walls or other means of enclosure, shall take place without the prior written permission of the Council.

Due to the limited size of the site, proximity to neighbouring properties and proposed design of the proposed single family dwellings on the site, the Council would wish to exercise future control over development which may affect residential amenity or appearance of the area, in accordance with Policy BE1 of the Core Strategy (2011) and Policies DM A9 and DM G1 of the Development Management Local Plan (2013)

- 12) No advertisements shall be displayed on the development hereby approved without details of the advertisements having first been submitted to the Council and approved as part of an advertisement application.

In order that any advertisements displayed on the building are assessed in the context of an overall strategy, so as to ensure a satisfactory external appearance and to preserve the integrity of the design of the building, in accordance with Policies BE1 and CC4 of the Core Strategy (2011) and Policies DM G1 and DM G8 of the Development Management Local Plan (2013).

- 13) The glass installed for the retail frontages on the Lillie Road shall be clear and shall be permanently retained and not obscured in any way.

To ensure a satisfactory external appearance, in accordance with Policy BE1 of the Core Strategy (2011) and Policy DM G1 and DM G4 of the Development Management Local Plan (2013).

- 14) No external roller shutters shall be attached to the retail frontage to Lillie Road elevation.

To ensure a satisfactory external appearance, in accordance with Policy BE1 of the Core Strategy (2011) and Policy DM G1 and DM G4 of the Development Management Local Plan (2013).

- 15) All ground floor entrance doors hereby approved shall not be less than 1 metre wide and the threshold shall be at the same level as the adjoining ground level fronting the entrances.

To ensure suitable entry into the building for disabled people. In accordance with Policy BE1 of the Core Strategy (2011) and Policy DM G1 and DM G4 of the Development Management Local Plan (2013) and SPD Design Policy 1, 2 and 25 of the Supplementary Planning Document (2013).

- 16) A minimum of 10% of all dwellings hereby approved shall be capable of meeting the needs of wheelchair users and shall be designed and capable of adaptation, in accordance with the Council's Supplementary Planning Guidance. Prior to occupation, details of which residential units are wheelchair accessible shall be submitted to the Council.

To ensure a satisfactory provision for dwellings, meeting the needs of people with disabilities, in accordance with the Policy 3.8 and 4.5 of The London Plan (2016), Policy H4 of the Core Strategy (2011) and Policy DM G1 and A4 of the Development Management Local Plan (2013).

- 17) Prior to commencement of the development, a noise assessment shall be submitted to the Council for approval of external noise levels incl. reflected and re-radiated noise and details of the sound insulation of the building envelope, and of acoustically attenuated mechanical ventilation as necessary to achieve internal room noise standards in accordance with the criteria of BS8233:2014. Approved details shall be implemented prior to occupation of the development and thereafter be permanently retained.

To ensure that the amenity of occupiers of the development site is not adversely affected by noise from transport [industrial/ commercial noise sources], in accordance with Policies DM H9 and H11 of the Development Management Local Plan (2013).

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

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

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

- 19) Prior to the commencement of the development details of the proposed measures to ensure that the development achieves "secured by design" status shall be submitted to and approved in writing by the Council. No part of the development thereby effected shall be used or occupied prior to the implementation of the approved details.

To ensure that the development incorporates suitable design measures to minimise opportunities for, and the perception of, crime, in accordance with Policies 7.3 and 7.13 of the London Plan (2016) and Policy DM G1 of the Development Management Local Plan (2013).

- 20) With exception to the private balconies shown on the approved drawings 1041: PO5B and PO6B; no part of the remainder of the flat roof areas provided by the development hereby approved shall be used as a terrace or other accessible amenity space. No walls, fences, railings or other means of enclosure other than those shown on the approved drawings shall be erected around the roofs, and no alterations shall be carried out to the approved building to form access onto these roofs.

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

- 21) The development hereby permitted shall not commence until details and samples of 1.7m high obscure glazed screen (to be used in connection with the terraces) as measured from the floor level of the terraces to Flats, 3, 4 and 6 have been submitted to and approved in writing by the Council. The use of the terraces shall not commence until the glazing, as approved has been installed and it shall be permanently retained as such thereafter.

In order to ensure that the glazing would not result in overlooking and any subsequent loss of privacy, in accordance with Policy DM G1 of the Development Management Local Plan (2013) and SPD Housing Policy 8 (ii) of Planning Guidance Supplementary Planning Document (2013).

- 22) The office units (Class B1) hereby approved shall be provided in the form of 3 separate units that shall not be amalgamated or occupied as one larger unit.

The use of the office floorspace as a single unit could raise materially different considerations which the Council would wish to have an opportunity to consider at that time, in accordance with Policy T1 of the Core Strategy (2011) Policies DM

H9, DM H11, DM J1 and DM J2 of the Development Management Local Plan (2013).

- 23) The six dwellings hereby permitted shall not be occupied until the Council has been notified in writing (and has acknowledged such notification) of the full postal address of the dwellings. Such notification shall be to the council's Head of Development Management and shall quote the planning application number specified in this decision letter.

In order that the Council can update its records to ensure that parking permits are not issued to the occupiers of the dwellings hereby approved, and thus ensure that the development does not harm the existing amenities of the occupiers of neighbouring residential properties by adding to the already high level of on-street car parking stress in the area, in accordance with Policy DM A1, A9, J2 and J3 of the Development Management Local Plan 2013 and Policy T1 of the Core Strategy 2011.

- 24) No occupiers of six dwellings hereby permitted, with the exception of disabled persons who are blue badge holders, shall apply to the Council for a parking permit or retain such a permit, and if such a permit is issued it shall be surrendered to the Council within seven days of receipt.

In order to ensure that the development does not harm the existing amenities of the occupiers of neighbouring residential properties by adding to the already high level of on-street car parking stress in the area, in accordance with Policy DM A1, A9, J2 and J3 of the Development Management Local Plan 2013 and Policy T1 of the Core Strategy 2011.

- 25) The six dwellings hereby permitted shall not be occupied until such time as a scheme has been submitted to and approved in writing by the local planning authority to ensure that all occupiers, other than those with disabilities who are blue badge holders, have no entitlement to parking permits from the council and to ensure that occupiers are informed, prior to occupation, of such restriction.

In order that the prospective occupiers of the residential units concerned are made aware of the fact that they will not be entitled to an on-street car parking permit, in the interests of the proper management of parking, and to ensure that the development does not harm the existing amenities of the occupiers of neighbouring residential properties by adding to the already high level of on-street car parking stress in the area, in accordance with Policy DM A1, A9, J2 and J3 of the Development Management Local Plan 2013 and Policy T1 of the Core Strategy 2011.

- 26) No part of the development hereby approved shall be occupied prior to the provision of the cycle storage for the residential and commercial development hereby approved, as indicated on the approved drawing 1041: PO5B and such storage facilities shall be permanently retained thereafter in accordance with the approved details.

In order to promote alternative, sustainable forms of transport, in accordance with Policy 6.9 and Table 6.3 of the London Plan (2016) and Policy DM J5 of the Development Management Local Plan (2013)

- 27) All external entrance doors in the office frontages hereby approved shall be designed and installed so that they only open inwards, and shall thereafter be retained in this form.

To prevent obstruction of the public highway in accordance with the Highways Act 1980, and Policy DM J5 of the Development Management Local Plan (2013).

- 28) No part of the development hereby approved shall be occupied prior to the provision of the refuse storage enclosures, as indicated on the approved drawing 1041: PO5B.

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).

- 29) Prior to occupation of the commercial units, a Servicing 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 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 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).

- 30) The development shall be implemented in accordance with the recommended flood mitigation measures as proposed in the submitted Flood Risk Assessment, unless otherwise agreed in writing by the local planning authority. In line with advice from Thames Water, a non-return valve or other suitable device shall be installed to avoid the risk of the sewerage network surcharging wastewater to basement/ground level during storm conditions. The recommended mitigation measures shall be permanently retained thereafter.

To reduce the impact of flooding to the proposed development and future occupants, in accordance with Policies 5.11, 5.13, 5.14 and 5.15 London Plan (2016), Policy CC1 and CC2 of the Core Strategy (2011) and Policy DM H3 of the Development Management Local Plan (2013).

- 32) The development hereby permitted shall not commence until a Sustainable Drainage Strategy, which details how surface water will be managed on-site, has been submitted to, and approved in writing by, the Council. Information shall include details on the design, location and infiltration capabilities of the new soakaway and any other sustainable drainage measures such as permeable surfaces, including green roofs, along with confirmation of the levels of attenuation achieved. Details of the proposed flow controls and flow rates for any discharge of surface water to the combined sewer system should also be provided. If use of the proposed soakaway is not possible for any reason then a revised SuDS Strategy

should be provided to show how surface water will be managed in line with the requirements of the London Plan Drainage Hierarchy. The Strategy shall be submitted to and approved in writing by, the Council and implemented in accordance with the approved details, and thereafter all SuDS measures shall be retained and maintained in accordance with the approved details.

To prevent any increased risk of flooding and to ensure the satisfactory storage of/disposal of surface water from the site in accordance with Policy 5.13 of The London Plan (2016) and Policy CC2 of the Core Strategy (2011).

- 33) The development hereby permitted shall not be occupied before implementation of the sustainable design and construction measures detailed in the submitted Design & Access Report (Rev A). All details shall be implemented prior to occupation/use of the development hereby permitted, and thereafter be permanently retained.

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 5.1, 5.2, 5.3 and 5.7 of The London Plan (2016), Policies BE1 and CC1. of the Core Strategy (2011) and Policies DM G1, DM H2 of the Development Management Local Plan (2013).

- 34) Prior to commencement of the development, (excluding site clearance and demolition) a report including detailed information on the proposed mechanical ventilation system with NO_x filtration shall be submitted to and approved in writing by the Council. This report shall specify air intake and air extract locations and the design details and locations of windows on all residential floors to demonstrate that they avoid areas of NO₂ or PM exceedance e.g Lillie Road (A3218). The whole system shall be designed to prevent summer overheating and minimise energy usage. Chimney/boiler flues and ventilation extracts shall be positioned a suitable distance away from ventilation intakes, openable windows, balconies, roof gardens, terraces and receptors. The maintenance and cleaning of the systems shall be undertaken regularly in accordance with manufacturer specifications, and shall be the responsibility of the primary owner of the property. Approved details shall be fully implemented prior to the occupation/use of the residential development and thereafter permanently retained and maintained.

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).

- 35) Prior to the commencement of development an Air Quality Dust Management Plan (AQDMP) is submitted to and approved in writing by the Council. The AQDMP must be site specific and include an Air Quality Dust Risk Assessment (AQDRA) that considers sensitive receptors off-site of the development and 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 the AQDMP. The AQDMP submitted must comply with the Mayors SPG and should include an Inventory and Timetable of dust generating activities during demolition

and construction; Dust and Emission control measures including on-road and off-road construction traffic, Ultra Low Emission Vehicle Strategy (ULEVS) e.g. use of Ultra Low Emission Vehicles such as Electric, Hybrid (Electric-Petrol); Non-Road Mobile Machinery (NRMM). Details of all the NRMM that will be used on the development site will be required and the NRMM should meet as minimum the Stage IIIB emission criteria of Directive 97/68/EC and its subsequent amendments. This will apply to both variable and constant speed engines for both NOx and PM. An inventory of all NRMM must be registered on the NRMM register <https://nrmm.london/user-nrmm/register>. 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. Approved details shall be fully implemented and permanently retained and maintained during the demolition and construction phases of the development.

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).

- 36) Prior to the commencement of the development (excluding site clearance and demolition) details must 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 30 mg/kWh (at 0% O₂). Where any installations do not meet this emissions standard it should 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 will need to be provided to the council to verify boiler emissions. Approved details shall be fully implemented prior to the occupation/use of the residential development and thereafter permanently retained and maintained.

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).

- 37) Prior to the commencement of the development (excluding site clearance and demolition) a Low Emission Strategy shall be submitted to and approved in writing by the Local Planning Authority. The Low Emission Strategy must detail the remedial action and mitigation measures that will be implemented to protect receptors (e.g. abatement technology for energy plant, design solutions). This Strategy must make a commitment to implement the mitigation measures (including NOx 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 NOx and particulates from on-site and off-site transport during Demolition, Construction and Operational phases via a Ultra Low Emission Vehicle Plan (ULEVP) e.g use of Ultra Low Emission Vehicles such as Electric, Hybrid (Electric-Petrol), and energy generation sources.. The strategy must re-assess air quality neutral in accordance with the Mayor of London SPG 'Sustainable Design and Construction' (April 2014) guidance. It must also identify mitigation measures as appropriate to reduce building emissions to below GLA benchmark levels. Approved details shall be fully

implemented prior to the occupation/use of the residential development and thereafter permanently retained and maintained.

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).

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

- 39) No development shall commence until a site investigation scheme is submitted to and approved in writing by the Council. This scheme shall be based upon and target the risks identified in the approved preliminary risk assessment and shall provide provisions for, where relevant, the sampling of soil, soil vapour, ground gas, surface and groundwater. All works must be carried out in compliance with and by a competent person who conforms to CLR 11: Model Procedures for the Management of Land Contamination (Defra 2004) or the current UK requirements for sampling and testing.

Potentially contaminative land uses (past or present) are understood to occur at, or near to, this site. This condition is required to ensure that no unacceptable risks are caused to humans, controlled waters or the wider environment during and following the development works, in accordance with Borough Wide Strategic Policy CC4 of the Core Strategy and policies DM H7 and H11 of the Development Management Local Plan 2013.

- 40) Unless the Council agree in writing that a set extent of development must commence to enable compliance with this condition, no development shall commence until, 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.

- 41) Unless the Council agree in writing that a set extent of development must commence to enable compliance with this condition, no development shall commence until, a remediation method statement is submitted to and approved in writing by the Council. This statement shall detail any required remediation works and shall be designed to mitigate any remaining risks identified in the approved quantitative risk assessment. All works must be carried out in compliance with and by a competent person who conforms to CLR 11: Model Procedures for the Management of Land Contamination (Defra 2004) or the current UK requirements for sampling and testing.

Potentially contaminative land uses (past or present) are understood to occur at, or near to, this site. This condition is required to ensure that no unacceptable risks are caused to humans, controlled waters or the wider environment during and following the development works, in accordance with Borough Wide Strategic Policy CC4 of the Core Strategy and policies DM H7 and H11 of the Development Management Local Plan 2013.

- 42) Unless the Council agree in writing that a set extent of development must commence to enable compliance with this condition, no development shall commence until the approved remediation method statement has been carried out in full and a verification report confirming these works has been submitted to, and approved in writing, by the Council. This report shall include: details of the remediation works carried out; results of any verification sampling, testing or monitoring including the analysis of any imported soil; all waste management documentation showing the classification of waste, its treatment, movement and disposal; and the validation of gas membrane placement. If, during development, contamination not previously identified is found to be present at the site, the Council is to be informed immediately and no further development (unless otherwise agreed in writing by the Council) shall be carried out until a report indicating the nature of the contamination and how it is to be dealt with is submitted to, and agreed in writing by, the Council. Any required remediation shall be detailed in an amendment to the remediation statement and verification of these works included in the verification report. All works must be carried out in compliance with and by a competent person who conforms to CLR 11: Model Procedures for the Management of Land Contamination (Defra 2004) or the current UK requirements for sampling and testing.

Potentially contaminative land uses (past or present) are understood to occur at, or near to, this site. This condition is required to ensure that no unacceptable risks are caused to humans, controlled waters or the wider environment during and following the development works, in accordance with Borough Wide Strategic Policy CC4 of the Core Strategy and policies DM H7 and H11 of the Development Management Local Plan 2013.

- 43) Unless the Council agree in writing that a set extent of development must commence to enable compliance with this condition, no development shall commence until an onward long-term monitoring methodology report is submitted to and approved in writing by the Council where further monitoring is required past the completion of development works to verify the success of the remediation undertaken. A verification report of these monitoring works shall then be submitted to and approved in writing by the Council when it may be demonstrated that no residual adverse risks exist. All works must be carried out in compliance with and by a competent person who conforms to CLR 11: Model Procedures for the Management of Land Contamination (Defra 2004) or the current UK requirements for sampling and testing.

Potentially contaminative land uses (past or present) are understood to occur at, or near to, this site. This condition is required to ensure that no unacceptable risks are caused to humans, controlled waters or the wider environment during and following the development works, in accordance with Borough Wide Strategic Policy CC4 of the Core Strategy and policies DM H7 and H11 of the Development Management Local Plan 2013.

Justification for Approving the Application:

1. Change of Use: It is considered that the proposed change of land use is acceptable. The loss of the existing carwash business (sui generis) and creation of mixed use retail and residential premises are acceptable and in accordance with the NPPF (2012), Policies 2.15, 3.3 and 4.4 of the London Plan (2016), Policies B, C, LE1, FRA2 and H1 of the Core Strategy (2011), and Policies DM A1, DM C1 and DM B1 of the Development Management Local Plan (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. The proposed development would be compatible with the scale and character of existing development and its setting. The development would therefore be acceptable in accordance with the NPPF (2012), Policies 7.1-7.6 of the London Plan (2016), Policy BE1 of the Core Strategy (2011), and Policy DM G1 of the Development Management Local Plan (2013) which seek a high quality in design and architecture, requiring new developments to have regard to the pattern and grain of existing development.

3. Residential: The density, housing mix, internal design, layout and amenity space of the new residential units is considered satisfactory having regard to

London Plan Policies 3.4, 3.5, 3.8-3.13 and 7.15 (2016), Core Strategy Policies H2, H3 and H4 (2011), Policies DM A2, DM A3, DM A9 and DM H9 of the DM LP (2013), and SPD Housing Policy 1, 3 and 8 and SPD Sustainability Policy 24 of the Planning Guidance Supplementary Planning Document (2013).

4. Residential Amenity and Impact on Neighbouring Properties: The impact of the proposed development upon adjoining occupiers is considered acceptable with no significant worsening of noise, overlooking, loss of sunlight or daylight or outlook to cause undue detriment to the amenities of neighbours. In this regard, the development would respect the principles of good neighbourliness. The development would therefore be acceptable in accordance with Policies DM G1, DM H9, DM H11 and DM A9 of the Development Management Local Plan (2013) and SPD Housing Policy 8 of the Planning Guidance Supplementary Planning Document (2013).

5. Safety and Access: A condition will ensure the development would provide a safe and secure environment for all users in accordance with London Plan Policy 7.3 (2016) and Policy DM G1 of the Development Management Local Plan (2013). The proposal would provide ease of access for all people, including disabled people, in accordance with Policy 3.8 of the London Plan (2016), Policy H4 of the Core Strategy (2011), Policies DM A4, DM A9, DM G1 of the Development Management Local Plan (2013) and SPD Design Policies 1 and 2 of the Planning Guidance Supplementary Planning Document (2013).

6. Transport: There would be no adverse impact on traffic generation and the scheme would not result in congestion of the road network. Conditions will secure satisfactory car permit free dwellings, provision of cycle and refuse storage. The development would therefore be acceptable in accordance with the NPPF (2012), Policies 5.15, 6.1, 6.3, 6.9, 6.10, 6.11, 6.13 of the London Plan (2016), Policies T1 and CC3 of the Core Strategy (2011), Policies DM J1-DM J6, DM A9, DM H5-DM H11 of the Development Management Local Plan (2013), and SPD Transport Policies 3, 6, 12, 22, 28 and 34, SPD Amenity Policies 19 and 26 and SPD Sustainability Policies 3, 4 and 7-11 of the Planning Guidance Supplementary Planning Document (2013).

7. Flood Risk: A Flood Risk Assessment (FRA) has been submitted and has considered risks of flooding to the site and adequate preventative measures have been identified. Further details of SUDS will be secured by a condition. In this respect the proposal is therefore in accordance with the NPPF (2012), Policies 5.11, 5.12, 5.13, 5.14 and 5.15 London Plan (2016), Policies CC1 and CC2 of the Core Strategy (2011), Policy DM H3 of the Development Management Local Plan (2013) and SPD Sustainability Policies 1 and 2 of the Planning Guidance Supplementary Planning Document (2013).

8. Sustainability: Whilst not a requirement, given the scale of the proposal, measures are proposed in relation to minimising energy use and CO2 emissions and sustainable design and construction. These will be secured by conditions. The development would therefore be acceptable in accordance with Policy 5.3 of the London Plan (2016), Policy CC1 of the Core Strategy (2011) and Policies DM H1 and DM G1 of the Development Management Local Plan (2013) on carbon reduction, and Policy 5.3 of the London Plan (2016), Policy H3 of the Core Strategy (2011), Policy DM H2 and DM G1 of the Development Management

Local Plan (2013) and SPD Sustainability Policies 25 and 26 of the Planning Guidance SPD (2013) on sustainable design and construction.

9. Air Quality: Subject to additional air quality, mechanical ventilation and fresh air intake details, the proposal will ensure neutral air quality outcomes in accordance with Policy 7.14 of the London Plan (2016) and Policy DM H8 of the Development Management Local Plan (2013).

10. Land Contamination: Conditions will ensure that the site would be remediated to an appropriate level for the sensitive residential and open space uses. The proposed development therefore accords with Policy 5.21 of the London Plan (2011), Policy CC4 of the Core Strategy (2011), Policies DM H7 and DM H11 of the Development Management Local Plan (2013), and SPD Amenity Policies 2, 3, 4, 5, 7, 8, 12, 13, 14, 15, 16 and 17 of the Planning Guidance Supplementary Planning Document (2013).

LOCAL GOVERNMENT ACT 2000 LIST OF BACKGROUND PAPERS

All Background Papers held by Helen Murray (Ext: 3439):

Application form received: 20th July 2017

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:

Flat 1 273 Lillie Road London SW6 7LL	04.08.17
5 Chaldon Road London SW6 7NH	04.10.17
7 Chaldon Road London SW6 7NH	04.10.17
11 Chaldon Road London SW6 7NH	22.08.17
Flat 1, 273 Lillie Road London SW6 7LL	04.08.17
13 Chaldon Road London SW6 7NH	14.08.17
Flat 1 (Top Floor) 273 Lillie Road London SW6 7LL	08.08.17

Officer's Report

1.0 BACKGROUND

Site

1.1 The site is situated on the southern side of Lillie Road. The property is currently in warehouse storage use (Class B8) with ancillary office. The existing buildings comprise a single storey modern steel framed warehouse structure to the rear of the site which occupies its full width. To the front of the site is a small yard to the front of the warehouse and a single storey flat roofed brick building in use as offices to the west side of the yard. The front boundary consists of large metal gates and a high brick wall. Access is from Lillie Road into the yard via a cross over.

1.2 The site is adjoined to the west by a three-storey terrace fronting Lillie Road comprising commercial uses at ground floor with ancillary uses above. To the south by 2 storey residential properties on Chaldon Road and to the east by a large single storey building used as a Pentecostal church. Directly opposite on the north side of Lillie Road is a terrace of two storey Edwardian houses, rising to three storeys.

1.3 The site is not located in a Conservation Area, is located within Flood Zone 2, and is within an area of public transport accessibility level of PTAL 3 using Transport for London's guidance.

Planning History

1.4 In 1992 planning permission was granted (Ref 1992/0161/P) for the redevelopment of the site to provide 250m² of Class B8 use (storage or distribution) including the widening of the existing vehicle crossover. This has been implemented and relates to the existing buildings on the site.

1.5 In 1993 planning permission was granted (Ref 1993/0982/P) for the change of use of a storeroom to a funeral director's business. This permission has not been implemented.

1.6 In 2001 planning permission was granted (Ref 2001/00338/FUL) for the erection of a three-storey building to replace a single storey building on the western part of the site for use as offices and a caretaker flat in connection with the existing Class B8 warehouse building. This permission has not been implemented.

1.7 In 2007 permission was granted (Ref 2007/03413/FUL) for the erection of a three-storey building to use as offices and caretakers flat in connection with the existing warehouse.

1.8 In October 2016, the applicants submitted a formal preapplication for the demolition of existing Class B8 warehouse building and the erection of part three/ four

storey mixed-use building comprising 1 x Class B1a (office) at ground floor and 8 flats above. Officers raised concerns about the following: loss of employment floorspace; an overdevelopment of the site in terms of height and mass and its impact on neighbouring property.

Proposals

1.9 The current application responds to the pre-application enquiry and involves the following: the demolition of existing warehouse (Class B8) and ancillary office; erection of a part three/ four storey building to provide 3 office units (Class B1) at ground floor and 6 flats (Class C3) above.

1.10 The application has been amended to include the following revisions: reduced front dormers; reconfigured design of the shopfront to match rhythm of adjacent existing shopfronts and a simplification of the treatment of the rear elevation.

2.0 PUBLICITY AND CONSULTATIONS

2.1 The application has been advertised by means of a site notice and a press advert, and some 80 individual notification letters have been sent to the occupiers of neighbouring properties.

2.2 At the time of writing 14 representations have been received raising objections on the following grounds:

- Overdevelopment
- Duration of proposed works
- Noise and nuisance during demolition/ construction works
- Loss of light and overlooking
- Noise from proposed uses
- Traffic and parking
- Rear boundary wall should be retained
- Security

2.3 The Environment Agency have no objection

3.0 PLANNING CONSIDERATIONS

3.1 The main planning considerations in light of the NPPF (2012), The London Plan (2016), and the Council's adopted Core Strategy (2011), Development Management Local Plan (2013) (hereafter referred to as DMLP) and the Planning Guidance Supplementary Planning Document (2013) (hereafter referred to as Planning Guidance SPD), include: the principle of the development in land use terms; affordable housing contribution; quantum and intensity of development; design and appearance; existing residential amenities of neighbouring properties; traffic impact on the highway network; and environmental impacts.

LAND USE:

Loss of employment land

3.2 London Plan Policy 4.4 (Managing Industrial Land and Premises), Policy LE1 (Local Economy and Employment) of the Core Strategy 2011 and Policy DM B1 of the Development Management Policy B1 (employment uses) seek to ensure that accommodation is available for all sizes of business including small and medium sized enterprises by retaining premises capable of providing continued accommodation for local services or significant employment. Policies LE1 and DM B1 acknowledge amongst other things that the loss of employment land may be acceptable where the continued use would adversely impact on residential areas; or it can be satisfactorily demonstrated that the property is no longer required for employment purposes.

3.3 The proposals involve the demolition of existing warehouse (243 sqm) and its replacement with a mixed use residential scheme comprising 3 new office (214 sqm) which results in a net loss of 29 sqm of commercial floorspace. In considering the loss of employment officers have therefore had regard to: the suitability of the site or premises for continued employment use with or without adaptation; evidence of unsuccessful marketing; the need to avoid adverse impact on established clusters of employment use; and the need to ensure a sufficient stock of premises and sites to meet local need for a range of types of employment uses.

3.4 The site has a history of commercial/office and light industry uses since at least the 1950s. The existing use of the site is designated as Class B8. The existing owner operates as an import / export business and uses the site to store goods. The business employs an average of 9 employees on the site with some seasonal variations. The existing premises are outmoded and in poor quality condition. The buildings are not fit for purpose due to their condition, poor quality access, lack of space and flexibility. The existing business is unable to operate efficiently and due to its proximity to existing neighbouring residential properties has resulted in an increasing number of complaints.

3.5 As a result, the above site issues the business is relocating to an alternative site in Isleworth. This means that the property will be vacant in the near future. However, the site is not considered to be viable as commercial site for continued Class B8 use. The building is in need of complete refurbishment and the cost of doing so is prohibitive. Further even if the building was refurbished the physical constraints of the site and its proximity to residential would not overcome unneighbourly concerns. The proposed use of the site to include the provision of office space at ground floor level and 6 residential units above is considered to be compatible with the surrounding residential properties. In principle, there are no objections to the proposed reuse of the site.

3.6 Officers are satisfied that the existing buildings are outdated and that an alternative B8 use is not appropriate in this location. Given the proposal incorporates an employment generating Class B1 use on the site albeit with a modest loss of commercial floorspace, there are no objections to the proposed replacement use which is more neighbourly. The proposals are in accordance with Policy LE1 and DM B1.

Residential use

3.7 The London Plan (2015) Policy 3.3 B states that an annual average of 42,000 net additional homes should be delivered. Table 3.1 sets an annual target of 1,031 net additional dwellings for Hammersmith and Fulham. The Draft Local Plan (January 2015) supports the new updated targets as set out in the London Plan. Core Strategy (2011) Policy H1 reiterates the London Plan's annual target of additional dwellings for the borough. Core Strategy Policy H4 and Policy DM A3 of the DM LP requires a choice of high quality residential accommodation that meets the local residents needs and aspirations and market demand. The proposed provision of 6 residential units would contribute towards these targets.

Residential mix:

3.8 Policies H4 of the CS and DM A3 of the DM LP require a mix of housing types and sizes in development schemes, in particular to increase the proportion of family accommodation (3+ bedrooms). The scheme proposes 3 x 1 bedroom and 3 x 2 bedroom flats. A mix of residential unit types is normally expected as part of any new development.

3.9 The proposals do not provide any family units of housing stock on site. It is not practicable to provide family units on this constrained site and this was explored at pre-application stage. The use of the ground floor for residential use is not considered to be appropriate in this instance, as the amount of site coverage would lead to an overdevelopment of the site.

Density:

3.10 Policy 3.4 and table 3.2 of the London Plan, Policy H3 of the CS and DM A2 of the DM LP relate to residential density. The proposed development site is located in Public Transport Accessibility Level (PTAL) 3 using Transport for London's methodology. According to the London Plan density matrix, the site is considered to be set in an urban area with predominantly dense development such as, for example, terraced houses, mansion blocks, a mix of different uses, medium building footprints and typically buildings of two to four storeys, located within 800 metres walking distance of a District centre or, along main arterial routes. This would support a density of between 200 and 700 habitable rooms per hectare (Hrh).

3.11 The application site is approximately 0.0367 of a hectare and the proposal would provide approximately 19 habitable rooms which would result in a density of some 520 habitable rooms per hectare. The proposed density is within the acceptable range and is therefore policy compliant.

Affordable Housing:

3.12 Policies 3.13 of the London Plan, Policy H2 of the CS and DM A3 of the DMLP relate to the provision of affordable housing. Although, the 6 proposed residential units is below the threshold of 10 for which affordable housing is required, the policy also requires that consideration be given whether there is any capacity for 10 or more units on a development site. This has already been explored at pre-app stage and as result the number of proposed units has reduced from 8 to 6 to avoid an overdevelopment of the site. Officers consider that the reduced number of units represents the maximum

reasonable amount for this site. The number of flats on site cannot physically be increased to 10 without compromising the visual acceptability of the buildings and quality of accommodation for future occupiers.

3.13 Overall the proposal would make better use of this constrained and outmoded site as well as provide a supply of housing and employment opportunities. In land use terms, the proposal is considered acceptable.

DESIGN AND APPEARANCE:

3.14 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.

3.15 London Plan Policies 7.1, 7.2, 7.3, 7.4, 7.5 and 7.6 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.

3.16 Core Strategy Policy BE1 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. Similarly, DMLP Policy DM G1 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.

Demolition:

3.17 The existing frontage has deteriorated over time. As such it currently presents a poor aspect to the street and its single storey scale is unrelated to the street frontage context. The existing buildings on the site are of limited visual merit and their demolition is welcomed providing a suitably designed new development is proposed.

Height, Scale, and Massing and Design:

3.18 The proposed four storey height is consistent with the surrounding context and responds directly to the adjacent terrace at the adjoining 259 Lillie Road. The front elevation would be subdivided by vertical shadow gaps to reflect the rhythm of the adjoining terrace. The ground floor would include a shopfront that would match the proportions of adjoining shop units by subdividing the frontage with solid piers and metal framed glazing. The first and second floors would be clad with brick and punctuated with windows that are arranged to match the rhythm of the adjoining terrace. The third floor would form the mansard roof with dormer windows that emphasise the end of terrace location in a manner that is consistent with Victorian terraces in the area.

3.19 The simple brick facade and regular openings strengthen the character of the townscape where previously the warehouse and yard broke the grain and had a

negative visual impact on the area. The cutback corner and side return to the east of the plot would define and terminate the terrace in an improved and appropriate manner. The chamfer would provide a transition between the set-back facade of the adjoining church and the main building line of the terrace. Furthermore, the chamfer would mirror the corner treatment of the terrace on Pellant Road, which together would frame the church and the vicarage between the two as well as reflecting a typical local design solution to corner treatments and therefore improve the setting of the church.

3.20 To the rear, the façade design is simpler. The main building would have three storeys and step down to a single storey towards the rear boundary with the properties in Chaldon Road.

3.21 Officers consider that 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. Final details of the materials, shopfront design and signage strategy to be used in the external appearance of the building be conditioned for future approval (conditions X and X). The development would therefore be acceptable in accordance with the NPPF (2012), London Plan Policies 7.1, 7.2, 7.3, 7.4, 7.5 and 7.6 Core Strategy Policy BE1 and Policy DM G1 of the DMLP Secure by Design:

3.22 London Plan Policy 7.3, Core Strategy BE1 and DMLP Policy G1 requires new development to respect the principles of Secure by Design.

3.23 Full details of how the proposed development will incorporate crime prevention measures to provide a safe and secure environment would be secured by a condition (condition 19).

QUALITY OF THE PROPOSED ACCOMMODATION

3.24 The London Plan seeks the delivery of new housing that is of a high quality of design. London Plan Policy 3.5 says that housing developments should be of the highest quality internally, externally and in relation to their context and to the wider environment.

3.25 To ensure the delivery of high quality, well designed housing, the Mayor has prepared Supplementary Planning Guidance entitled 'Housing' (herein referred to as the Housing SPG).

3.26 Borough Wide Strategic Policy H3 within the Core Strategy requires all housing developments to respect the local setting and context, provide a high quality residential environment, be well designed and energy efficient, meet satisfactory internal and external space standards, and provide a good range of housing types and sizes.

3.27 Policy DM A2 of DMLP states that all new housing must be of high quality design and take account of the amenity of neighbours and must be designed to have adequate internal space in accordance with the London Plan. Policy DM A9 of the DMLP recognises that design and quality of all new housing is of a high standard and will meet the needs of future occupants and respect the principles of good neighbourliness.

Size of Units:

3.28 London Plan Policy 3.5 places a significant focus on internal space standards for dwellings. The purpose of the policy is to ensure that all new homes are fit for purpose and offer the potential to be occupied over time by households of all tenures. The London Plan, Table 3.3 set out the minimum gross internal area for new flats.

3.29 The makeup of the proposed residential units and their floor areas is set out below:

1 x Studio Flat measures 44.5 sq.m (minimum 37sq.m);
2 x one-bed 2-person units measure 50 sq.m and 57 sq.m (minimum 50 sq.m); and
3 x Two-bed 4-person units measuring between 70sq.m-96 sq.m (minimum 70 sq.m).

3.30 The proposed residential units accord with the minimum sizes set out in the London Plan.

Aspect and Outlook:

3.30 London Plan Housing SPG paragraph 2.3.37 recognises that a home with opening windows on at least two sides has many inherent benefits, including better daylight, a greater chance for direct sunlight for longer periods, natural cross ventilation, mitigating pollution, offering a wider choice of views, access to a quiet side of the building, greater flexibility in the use of rooms, and more potential for future adaptability by altering the use of rooms. The preference is therefore for dwellings to be dual aspect. SPD Housing Policy 8 (iv) states that 'north facing (i.e. where the orientation is less than 50 degrees either side of north should be avoided wherever possible.'

3.31 None of the flats would be exclusively north facing. With the exception of Unit 3 which is exclusively south facing, all of the units are dual aspect. As all the proposed dwellings would exceed the minimum dwelling size requirements of Policy 3.5 of the London Plan, are not exclusively north facing or are dual aspect and provide good levels of outlook as well as daylight and sunlight. The proposed accommodation would accord with Policy H3 within the Core Strategy, DMLP Policy DM A2 and A9 and SPD Housing Policy 8.

Floor to Ceiling Heights:

3.32 The London Plan (as amended March 2016) states that units should have 75% of their floor area with a minimum floor to ceiling height of 2.5m and above. The proposal complies with the London Plan target.

Daylight and Sunlight:

3.33 The BRE guidance provides a method for calculating the luminance of a room called Average Daylight Factor (ADF). The BRE guidance sets the following recommended ADF levels for habitable room uses 1% Bedrooms, 1.5% Living Rooms and 2.0% Kitchens. The applicant has produced a sunlight and daylight report which confirms the flats would meet BRE ADF recommendations.

Amenity space:

3.34 The Housing SPG Baseline Standards 26 and 27 relate to private amenity space in new dwellings. The supporting text recognises that private open space is highly valued and should be provided in all new housing developments. The standard recognises that in some cases, site constraints may make it impossible to provide private open space for all dwellings.

3.35 DMLP Policy DM A2 supports the requirement for amenity space and requires family housing on upper floors to have access to a balcony and/or terrace, subject to acceptable amenity and design considerations. SPD Housing Policy 1 requires all new dwellings should have access to an area of amenity space, appropriate to the type of housing being provided. SPD Housing Policy 3 ensures that where balconies and/or terraces are provided to meet amenity space requirements they should have a minimum depth and width of 1500mm.

3.36 With the exception of Flat 1 (1-bed 2-person unit), all the units benefit from a private terrace (6 s.qm and 10 s.qm) in accordance with the requirements of the Council's Policies. It is not physically practicable to provide amenity space for Flat 1 which includes a generous internal floor area of 57 s.qm that is in excess of the minimum 50 s.qm and this would help to compensate for the lack of amenity space. In this case, the proposed provision is considered satisfactory.

Access Matters:

3.37 London Plan Policy 3.8, Core Strategy Policy H4, DMLP Policies DM G1, DM A9 and DM A4 and SPD Design Policies 1 and 2 relate to ensuring that homes are accessible and meet 'Lifetime Homes' standards. DMLP Policy DM A4 allows for some flexibility in the application of 'Lifetime Homes' recognising that this is not always feasible when new dwellings are formed in existing property.

3.38 Access requirements have now been incorporated into Building Regulations. The equivalent Building Regulations standard to Lifetimes Homes is M4 (2) 'accessible and adaptable dwellings'. To reflect this change, the London Plan was amended in March 2016 with London Plan Policy 3.8 now requiring 90% of new dwellings to meet Building Regulation requirement M4 (2).

3.39 The key issue in ensuring that M4 (2) can be achieved within a development is to ensure, at the planning application stage, that the units can reasonably achieve level access. If level access cannot be reasonably achieved, then the units cannot be required to meet the M4(2) Building Regulations. The London Plan recognises that securing level access in buildings of four storeys or less can be difficult, and that consideration should also be given to viability and impact on ongoing service charges for residents

3.40 None of the proposed residential units would not have level access, as they would be located on the upper floors. The entrance to the flats is off the front Lillie Road and external areas are designed with accessibility in mind, and a passenger lift and communal stairs with hand rails and good quality lighting would be provided. The proposal accords with London Plan Policy 3.8, Core Strategy Policy H4, DMLP Policies DM G1, DM A9 and DM A4 and SPD Design Policies 1 and 2.

3.41 London Plan Policy 3.8 requires 10% of new dwellings meets Building Regulation requirement M4 (3) 'wheelchair user dwellings', i.e. is designed to be wheelchair

accessible, or easily adaptable for residents who are wheelchair users. In this case the all the flats would comply with Building Regulation requirement M4 (3), equating to 11%. Condition would secure these details (Condition 16).

Noise disturbance to new units:

3.42 The Housing SPG Baseline Standard 5.3.1 and London Plan Policy 7.15 state that the layout of adjacent dwellings and the location of lifts and circulation spaces should seek to limit the transmission of noise to sound sensitive rooms within dwellings. This policy is supplemented by DMLP Policies DM A9 and DM H9, both of which seek to ensure that development does not result in noise and disturbance to existing and future occupiers. SPD Amenity Policy 24 requires consideration to be given to all noise generating development, including plant, machinery, and equipment and where the proposed use or activities have the potential for people to generate noise.

3.43 To safeguard the amenity of occupiers of the development in terms of noise from transport/commercial/mechanical/residential noise sources conditions 17 and 18 require the submission of a noise assessment including external noise levels, and details of the sound insulation of the building envelope, and of acoustically attenuated mechanical ventilation. The proposal accords with London Plan Policy 7.15, DMLP Policies DM A9 and DM H9 and SPD Amenity Policy 24.

RESIDENTIAL AMENITY:

3.44 Policy DM G1 of the DM LP states all proposals must be formulated to respect the principles of good neighbourliness. Policy DM A9 of the DMLP states 'the council will ensure that the design and quality of all new housing, including new build, conversions and change of use, is of a high standard and that developments provide housing that will meet the needs of future occupants and respect the principles of good neighbourliness.' DM H9 and DM H11 of the DMLP relate to noise nuisance. SPD Housing Policy 8 seek to protect the existing amenities of neighbouring residential properties in terms of outlook, light, privacy and noise and disturbance.

3.45 The application site backs onto the nearest residential properties at Nos 5 to 13 Chaldon Road (inclusive) and 269 Lillie Road (upper floors). The existing boundary wall with the properties in Chaldon Road would be retained and the existing pitched roof which covers that part of the site would be removed and replaced with a single storey flat roof structure.

Outlook:

3.46 SPD Housing Policy 8 (i) acknowledges that a building's proximity can have an overbearing and dominating effect detrimental to the enjoyment by adjoining residential occupiers of their properties. To test this, the Council use a reference line produced at an angle of 45 degrees from a point at ground level on the boundary of the site, or a point of 2 metres above ground level where rear gardens exceed 9 metres. If any part of the proposed building extends beyond these lines, then on-site judgement will be a determining factor in assessing the effect which the extension will have on the existing amenities of neighbouring properties.

3.47 In this case, the notional 45-degree line is taken from the highest point of the retained brick wall. The proposed development would not breach 45-degree line from the rear boundary adjoining properties in Chaldon Street.

3.48 To the east, No. 269 Lillie Road is an end terrace property which is commercial use at ground floor. The rear of that property, includes an existing first floor door and second floor window. The first-floor door has an external staircase leading up to it from ground floor and is screened in part by an existing boundary brick wall that rises above the height of the remainder of the boundary with the application site. It is not considered that the proposed development would cause any undue harm to the outlook from that window. Similarly, in respect of the impact on that second-floor window, the proposed building layout to the rear at second and third floor has been designed so that it is set off the boundary with No. 269 by some 2m with a reduced depth.

3.49 Overall, the siting of the proposed building would have no adverse impact on the in terms of outlook or an increased sense of enclosure. The proposals accord with Policies DM A9 and DM G1 of the DMLP and SPD Housing Policy 8 (i).

Daylight, Sunlight and Overshadowing

3.50 The applicants have submitted a daylight and sunlight impact assessment of residential properties at 5 -13 Chaldon Road (inclusive) and 276-284 (inclusive) and 269-271 Lillie Road. The assessment has been prepared based on the British Research Establishment (BRE) guide 'Site Layout Planning for Daylight and Sunlight 2011.

3.51 The assessment considers the potential impacts of the proposed development on daylight, sunlight and overshadowing on existing and neighbouring buildings. In urban and city centre areas, BRE Guidelines advise that the guidance be applied flexibly and there are circumstances that will exist where a greater degree of obstruction to light can on occasion, be acceptable.

3.52 The BRE guide recommends that windows and rooms within only residential properties need to be assessed, and does not require any assessment on commercial or business properties. Taking this advice into account, officers do not consider it necessary to assess non-residential buildings within the vicinity of the site, given the typically commercial use of the surrounding uses in this location.

Daylight

3.53 The VSC method measures the amount of sky that can be seen from the centre of an existing window and compares it to the amount of sky that would still be capable of being seen from that same position following the erection of a new building. The measurements assess the amount of sky that can be seen converting it into a percentage. An unobstructed window will achieve a maximum level of 40% VSC. The BRE guide advises that a good level of daylight is considered to be 27% VSC. Daylight will be noticeably reduced if after a development the VSC is both less than 27% and less than 0.8 of its former value.

3.54 Of the 76 windows tested for VSC, with the exception of one window, all the windows comply. Although a window at No 71 Lillie Road falls marginally short, it is a secondary window to a room that already has full height windows and is well lit with

natural light. Overall, it is not considered that by itself the that this shortfall in daylight is likely to cause undue harm.

Sunlight

3.55 The Annual Probable Sunlight Hours (APSH) predicts the sunlight availability during the summer and winter for the main windows of each habitable room that faces 90 degrees of due south. The summer analysis covers the period 21 March to 21 September, the winter analysis 21 September to 21 March. The BRE Guidance states a window may be adversely affected if the APSH received at a point on the window is less than 25% of the annual probable sunlight hours including at least a 5% of the annual probable sunlight hours during the winter months and the percentage reduction of APSH is 20% or more.

3.56 In terms of sunlight, officers concur with the applicant's submissions that all the surrounding habitable room windows comply with the APSH sunlight assessment.

Overshadowing

3.57 The BRE acknowledges that sunlight in the space between buildings has an important effect on the overall appearance and ambiance of a development. In this respect, the impact on the rear gardens of Nos 269 and 271 Lillie Road have been assessed. The results show that the development would have no noticeable increase in overshadowing to neighbouring properties.

3.58 On this basis of the above, it is considered that overall daylight and sunlight levels would be satisfactory, and the proposal complies with Policies DM A9 and DM G1 of the DMLP.

Privacy:

3.58 SPD Housing Policy 8(ii) states that new windows should normally be positioned so that they are a minimum of 18 metres away from existing residential windows as measured by an arc of 60 degrees taken from the centre of the proposed window. In addition, it states that a roof terrace/balcony is unacceptable if it would result in an additional opportunity for overlooking and consequent loss of privacy.

3.59 In this case, all the windows in the rear of the proposed development would be at least 18m from the opposing rear windows at 5-11 Chaldon Road. The development includes 5 terraces and one of these is at first floor within 18m of opposing windows. However, that first floor terrace is set back from the rear boundary and would be in a central position well away from the boundaries and include a privacy screen to prevent any overlooking would be screened. Officers are satisfied that the proposed layout and distances between properties together with the provision of privacy screens would not cause undue loss of privacy and overlooking. Condition will secure details of the proposed screening (Condition 21). The proposed development complies with Policy DM A9 and DM G1 of the DMLP and SPD Housing Policy 8 (ii).

Noise and Disturbance:

3.60 Policy H9 and H11 of the DMLP relates to environmental nuisance and require all development to ensure that there is no undue detriment to the general amenities

enjoyed by existing surrounding occupiers, particularly those of residential properties. SPD Housing Policy 8 (iii) adds that roof terraces or balconies likely to cause harm to the existing amenities of neighbouring properties due to noise and disturbance will not be supported.

3.61 It is difficult to predict with any accuracy the likely level of noise/disturbance that would be generated using the proposed terrace areas, however, on balance, having regard to the size of the proposed areas (between 6sqm and 10 sqm), their siting and the relationship with adjoining properties, it is not considered that the terraces would be likely to harm the existing amenities of adjoining occupiers as a result of additional noise and disturbance. The proposal is judged to accord with Policy DM H9 and DM H11 of the DMLP and SPD Housing Policy 8 (iii).

TRAFFIC GENERATION and CAR PARKING

3.62 Policy 6.1, 6.3, 6.10, 6.11 and 6.13 of the London Plan sets out the intention to encourage consideration of transport implications as a fundamental element of sustainable transport, supporting development patterns that reduce the need to travel or that locate development with high trip generation in proximity of public transport services. The policies also provide guidance for the establishment of maximum car parking standards.

3.63 Core Strategy Policy T1 supports the London Plan. DMLP Policy DM J1 states that all development proposals will be assessed for their contribution to traffic generation and their impact on congestion. Policies DM J2 and DM J3 of the DMLP set out vehicle parking standards, which brings them in line with London plan standards and circumstances when they need not be met, whilst Policy DM J4 requires new development to incorporate ease of access by disabled people and people with mobility impairment. These are supported by SPD Transport Policies 3, 6, 12 and 22.

Car Parking:

3.64 According to DMLP Policy DM J2, the maximum residential standard for 1-2 bedroom units are less than 1 space per unit, however all developments in areas with good PTAL should aim for significantly less than 1 space per unit.

3.65 The proposed development would be car free and does not include any car parking. The site has a PTAL 3 score of using Transport for London's methodology, indicating that it has a moderate public transport accessibility. There are several bus stops in the vicinity.

3.66 To mitigate any unacceptable impact on the existing amenities of residents because of increased on-street car parking stress DMLP Policy DM J3 and SPD Transport Policy 3 require the proposed development to be car parking permit free. The applicant has agreed to restrict the occupiers of all 6 flats from being eligible to obtain residents parking permits to park on the highway. Conditions 24 and 25 secures this.

Cycle:

3.67 Cycle parking should be provided in line with London Plan 2011 Policy 6.9 and Table 6.3. Policy DM J5 of the DMLP encourages increased cycle use by seeking the

provision of convenient and safe cycle parking facilities. SPD Transport Policy 12 support this.

3.68 In accordance with DMLP Policy DM J5 storage for 8 bicycles for the residential units would be provided at ground floor level and separate storage for 3 bicycles would be provided for the commercial units at ground floor level. The provision and retention of these will be secured by Condition 26.

Refuse and Servicing and Deliveries:

3.69 London Plan Policy 5.16 outlines the Mayor's approach to waste management. Core Strategy Policy CC3 and T1, and DMLP Policy DM H5 and DM J5 set out the Council's Waste Management guidance, and these are supported by SPD Sustainability Policy 3, 4, 7, 8, 9, 10 and 11 and SPD Transport Policy 34.

3.70 This application includes a refuse management and collection details for all uses at this site. In terms of the residential units a refuse store has been incorporated at ground floor level where the sacks for recyclable and non-recyclable waste can be stored until the day of the collection. A condition is proposed to ensure the refuse storage is implemented before the uses are occupied and is maintained for the life of the development (condition 29).

3.71 As the exact nature of the A1 uses has not been confirmed condition XX will secure the submission of a Servicing and Delivery Management Plan prior to occupation of the commercial units. This shall include times and frequency of deliveries and collections, vehicle movements, silent reversing methods, location of loading bays and quiet loading/unloading measures.

Impact of building work:

3.72 A Demolition Management Plan (DMP), a Demolition Logistics Plan (DLP), a Construction Management Plan (CMP) and a Construction Logistics Plan (CLP) are required to ensure that there is no undue harmful impact on neighbours and on the local highway network. These would be secured by conditions in accordance with DMLP Policies DM J1, DM J6, DM H5, DM H8, DM H9, DM H10 and DM H11, SPD Amenity Policy 19 and 26, and SPD Transport Policy 28, and London Plan Policy 6.3 (conditions 3 and 4).

OTHER MATTERS

Flood Risk and Sustainable Urban Drainage Systems (SUDs):

3.73 The NPPF states that inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk, but where development is necessary, making it safe without increasing flood risk elsewhere.

3.74 London Plan Policies 5.11, 5.12, 5.13, 5.14 and 5.15 require new development to comply with the flood risk assessment and management requirements of national policy, including the incorporation of sustainable urban drainage systems, and specifies a drainage hierarchy for new development.

3.75 Policy CC1 of the Core Strategy requires that new development is designed to take account of increasing risks of flooding. Policy CC2 states that 'New development will be expected to minimise current and future flood risk and that sustainable urban drainage will be expected to be incorporated into new development to reduce the risk of flooding from surface water and foul water'. DMLP Policy DM H3 requires developments to reduce the use of water and minimise current and future flood risk by implementing a range of measures such as Sustainable Drainage Systems (SuDs). These are supported by SPD Sustainability Policies 1 and 2.

3.76 As required, the application is accompanied by a Flood Risk Assessment (FRA). The FRA identifies that the site is in the Environment Agency's Flood Zone 2. This indicates a medium risk to flooding from the Thames, although this does not consider the high level of flood protection provided to the site by flood defences such as the Thames Barrier and local river walls.

3.77 The proposed development does not include any basement levels, so flood risk from sewers and groundwater sources is low. The proposed residential element, which is considered to be more vulnerable to flood risk is at 1st floor and above with the less vulnerable commercial use at ground floor level. The site is well protected from flood risk from the River Thames by the existing flood defences such as the Thames Barrier and local river wall defences. If these were breached or over-topped, the site would not be expected to be impacted by flood water. In terms of surface water flood risk, in the event of an intense storm, flooding would not be expected.

3.78 The applicants FRA contains details of adequate flood mitigation measures that would provide resilience to flooding in the unlikely event of the site being impacted by flooding. The implementation of the FRA measures will be secured by condition X.

3.79 The FRA notes that the new building will incorporate green roofs into parts of the building as a way of reducing surface water run-off. This is welcomed and further details of the measures to manage surface water and reduce flows of foulwater to the sewer network by including water efficiency measures would be secured through Condition 30 in accordance with Policy DM H3 of the DMLP.

Energy and Sustainability:

3.80 As this is not regarded as a major development, fewer than 10 residential units and less than 1000sqm, it is not necessary for the proposal to meet the sustainability and carbon reduction requirements (35%) specified in the London Plan, nor is detailed supporting information required with the application outlining the sustainable design and construction measures to be included in the new buildings.

Air Quality:

3.81 London Plan Policy 7.14, Core Strategy Policy CC4 and Policy DM H8 of DMLP seek to reduce the potential adverse air quality impacts of new major developments by requiring all major developments to provide an air quality assessment that considers the potential impacts of pollution from the development on the site and on neighbouring areas and requiring mitigation measures to be implemented to reduce emissions where assessments show that developments could cause a significant worsening of local air quality or contribute to exceedances of the Government's air quality objectives.

3.82 This is not regarded as a major development, fewer than 10 residential units and less than 1000sqm, however the development site is within the borough wide Air Quality Management Area (AQMA). The site is in an area of very poor air quality due to the road traffic emissions from Lillie Road (A3218). The impact of transport emissions during the demolition, construction and operational phases, and energy plant emissions during the operational phase will have an impact on local air quality. Mitigation measures will be required to make the development acceptable in accordance with policy.

3.83 The Council's Environmental Quality team have considered the proposal and have recommended conditions relating to air quality, namely in relation to mechanical ventilation, Air Quality Dust Management Plan (AQDMP), Gas Boilers Compliance with Emission Standards and Low Emissions Strategy (conditions 34 to 37 inclusive).

Contamination:

3.84 Policy 5.21 of the London Plan, Core Strategy Policy CC4 and Policy DM H7 and H11 of 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.

3.85 Potentially contaminative land uses, past or present, are understood to occur at, or near to, this site. Potentially contaminative land uses, past or present, are understood to occur at, or near to, this site. To ensure that no unacceptable risks are caused to humans, controlled waters, or the wider environment during and following the development works conditions will be attached covering the assessment and remediation of contaminated land (Conditions 38-43 inclusive).

Community Infrastructure Levy:

3.86 Mayoral CIL came into effect in April 2012 and is a material consideration to which regard must be had when determining this planning application. This development will be subject to a London-wide community infrastructure levy. An estimate of £23,342 based on the additional floorspace has been calculated. This will contribute towards the funding of Crossrail, and further details are available via the GLA website at www.london.gov.uk. The GLA expect the council, as the collecting authority, to secure the levy in accordance with London Plan policy 8.3.

Local CIL:

3.87 The Council has also set a CIL charge. The Council's Community Infrastructure Levy (CIL) is also a charge levied on the net increase in floorspace arising from development to fund infrastructure that is needed to support development in the area. The Council's CIL runs alongside Section 106 Agreements (S106s) which will be scaled back but will continue to operate. The CIL Charging Schedule was presented to Council and approved 20 May and has formally taken effect since the 1st September 2015. An estimate of £51,277 based on the additional floorspace has been calculated.

4.0 CONCLUSION AND RECOMMENDATION:

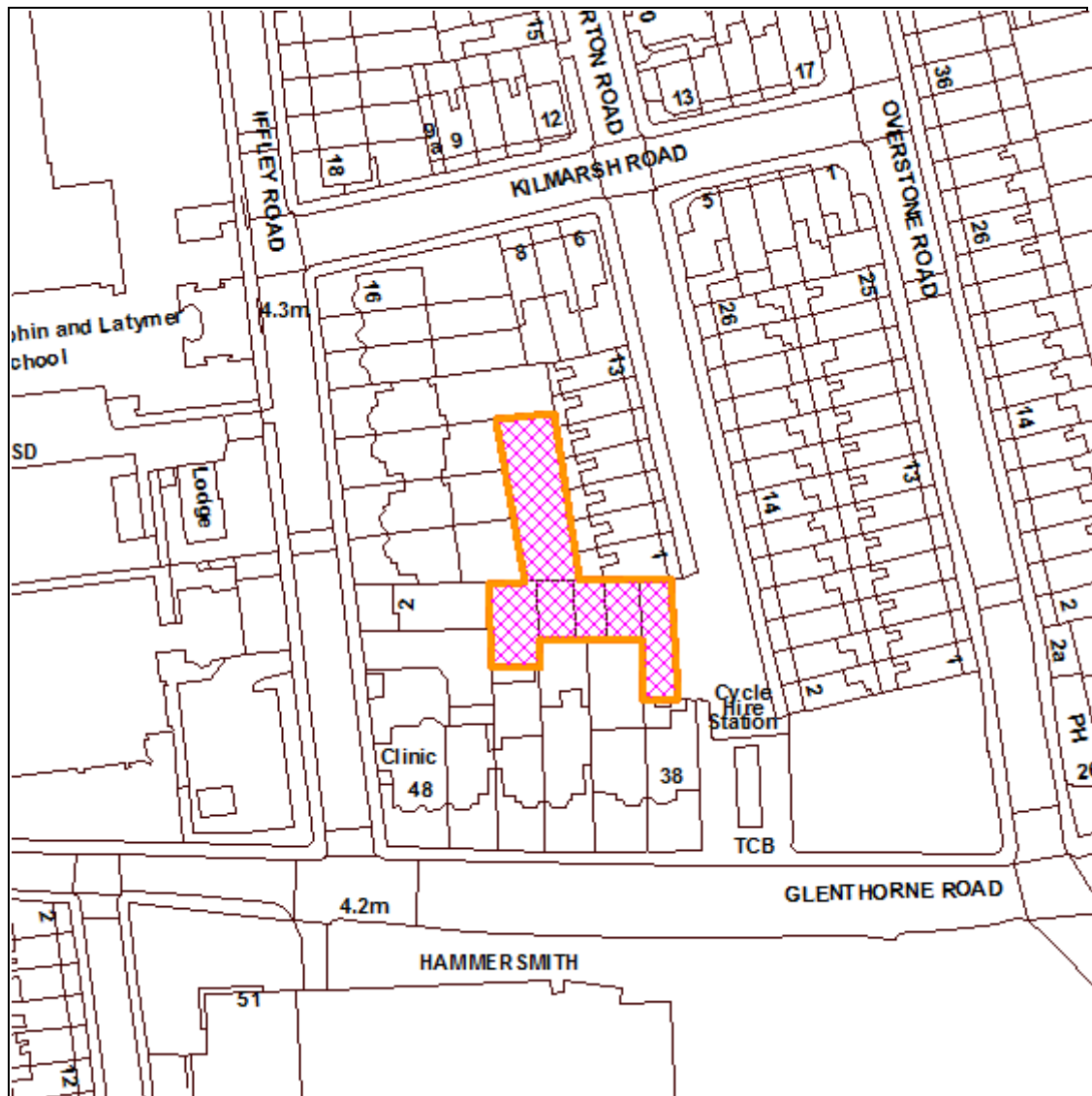
4.1 The proposed demolition is acceptable given that the buildings being demolished are not of architectural merit, or listed. The proposed development would create well-designed mixed use - residential scheme that would complement its setting. The proposal would improve the appearance of the site and the surrounding area. The development has an acceptable impact on neighbouring living and working conditions. The impact of the development subject to conditions would not have a significant impact on the highway, parking, flooding or the environment. As such the proposal is in accordance with relevant national guidance, London Plan Policies, the Core Strategy, DMLP and Planning Guidance SPD Policies.

4.2 For the above reasons, it is recommended that planning permission is granted subject to the conditions outlined in the report.

Ward: Hammersmith Broadway

Site Address:

Land To The Rear Of 2 Iffley Road, And Land To The South And To The Rear Of 1-11 Southerton Road London



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

Reg. No:
2017/01901/FUL

Case Officer:
Grace Harrison

Date Valid:
16.05.2017

Conservation Area:

Committee Date:
09.01.2018

Applicant:

Mr Howard Thatcher
2 Iffley Road London W6 0PA

Description:

Change of use from motor vehicle maintenance (Class B2) into residential (Class C3); redevelopment of the site to create 5 x two storey dwelling houses and 4 x two bedroom self-contained flats.

Drg Nos: Demolition plans: APS 002 Rev A; APS 009; Proposed drawings: APS 001 Rev 0; APS 003 Rev 0; APS 004 Rev 0; APS 005 Rev 0; APS 006 Rev 0; APS 007 Rev 0; APS 008 Rev 0; APS 010 Rev 0.

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

APS 001 Rev A;
APS 002 Rev A;
APS 003 Rev A;
APS 004;
APS 005 Rev B;
APS 006 Rev A;
APS 007 Rev A;
APS 008 Rev A;
APS 009;
APS 010 Rev 0.

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 the policies of the London Plan (2016), Policy BE1 of the Core Strategy (2011) and Policies DM G1 of the Development Management Local Plan (2013).

- 3) No development shall commence until a scheme for temporary fencing and/or enclosure of the site during demolition and construction works has been submitted to and approved in writing by the Council and until such temporary fencing and/or enclosure has been erected in accordance with the approved details. The

approved temporary fencing and/or enclosure shall be retained for the duration of the building works. No part of the temporary fencing and/or enclosure of the site shall be used for the display of advertisement hoardings.

To ensure a satisfactory external appearance of the site during demolition and construction works, in accordance with Policy DM G1 of the Development Management Local Plan (2013) and Policy BE1 of the Core Strategy (2011).

- 4) The development hereby permitted shall not commence until particulars and samples of all materials to be used in the external faces and roof coverings of the new buildings have been submitted and approved in writing by the Council. Thereafter the development shall be carried out in accordance with the approved details.

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

- 5) The development shall not commence until detailed drawings of a typical bay on the front elevation of the Southerton Road building in plan, section and elevation at a scale of 1:20 have been submitted to and approved in writing by the Council. Thereafter the development shall be built in accordance with the approved drawings.

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

- 6) No alterations shall be carried out to the external appearance of the development, 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 A9 and DM G1 of the Development Management Local Plan (2013).

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

To ensure that that the visual impact of telecommunication equipment can be considered in accordance with Policy BE1 of the Core Strategy (2011) and Policy DM G3 of the Development Management Local Plan (2013).

- 8) The development shall not commence until a statement of how Secured by Design requirements are to be adequately achieved within the development has been

submitted to and approved in writing by the Council. The approved details shall be carried out prior to occupation of the development and permanently maintained thereafter.

To ensure a safe and secure environment for users of the development, in accordance with Policy DM G1 of the Development Management Local Plan (2013).

- 9) The proposed residential units 1, 2, 3, 4, 5, 6 and 9 hereby permitted shall be created to meet Optional Requirement M4(2) - Accessible and Adaptable Dwellings of the Building Regulations 2010 Approved Document M Access to and Use of Buildings' (2015 Edition) and shall be permanently retained as such thereafter.

To ensure that the development provides accessible accommodation in accordance with Policy 3.8 of the London Plan (2016), Policy H4 of the Core Strategy (2011) and Policy DM A4 of the Development Management Local Plan (2013).

- 10) The development hereby permitted shall not commence until further details of how Sustainable Urban Drainage Systems (SUDS) will be incorporated into the development and maintained thereafter, have been submitted to and approved in writing by the council. The SUDS 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 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).

- 11) No development shall commence until a preliminary risk assessment report is submitted to and approved in writing by the Council. This report shall comprise: a desktop study which identifies all current and previous uses at the site and surrounding area as well as the potential contaminants associated with those uses; a site reconnaissance; and a conceptual model indicating potential pollutant linkages between sources, pathways and receptors, including those in the surrounding area and those planned at the site; and a qualitative risk assessment of any potentially unacceptable risks arising from the identified pollutant linkages to human health, controlled waters and the wider environment including ecological receptors and building materials. All works must be carried out in compliance with and by a competent person who conforms to 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) No development shall commence until a site investigation scheme is submitted to and approved in writing by the Council. This scheme shall be based upon and target the risks identified in the approved preliminary risk assessment and shall provide provisions for, where relevant, the sampling of soil, soil vapour, ground gas, surface and groundwater . All works must be carried out in compliance with and by a competent person who conforms to CLR 11: Model Procedures for the Management of Land Contamination (Defra 2004) or the current UK requirements for sampling and testing.

Potentially contaminative land uses (past or present) are understood to occur at, or near to, this site. This condition is required to ensure that no unacceptable risks are caused to humans, controlled waters or the wider environment during and following the development works, in accordance with Borough Wide Strategic Policy CC4 of the Core Strategy and policies DM H7 and H11 of the Development Management Local Plan 2013.

- 13) Unless the Council agree in writing that a set extent of development must commence to enable compliance with this condition, no development shall commence until, following a site investigation undertaken in compliance with the approved site investigation scheme, a quantitative risk assessment report is submitted to and approved in writing by the Council. This report shall: assess the degree and nature of any contamination identified on the site through the site investigation; include a revised conceptual site model from the preliminary risk assessment based on the information gathered through the site investigation to confirm the existence of any remaining pollutant linkages and determine the risks posed by any contamination to human health, controlled waters and the wider environment. All works must be carried out in compliance with and by a competent person who conforms to CLR 11: Model Procedures for the Management of Land Contamination (Defra 2004) or the current UK requirements for sampling and testing.

Potentially contaminative land uses (past or present) are understood to occur at, or near to, this site. This condition is required to ensure that no unacceptable risks are caused to humans, controlled waters or the wider environment during and following the development works, in accordance with Borough Wide Strategic Policy CC4 of the Core Strategy and policies DM H7 and H11 of the Development Management Local Plan 2013.

- 14) Unless the Council agree in writing that a set extent of development must commence to enable compliance with this condition, no development shall commence until, a remediation method statement is submitted to and approved in writing by the Council. This statement shall detail any required remediation works and shall be designed to mitigate any remaining risks identified in the approved quantitative risk assessment. All works must be carried out in compliance with and by a competent person who conforms to CLR 11: Model Procedures for the Management of Land Contamination (Defra 2004) or the current UK requirements for sampling and testing.

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

Policy CC4 of the Core Strategy and policies DM H7 and H11 of the Development Management Local Plan 2013.

- 15) Unless the Council agree in writing that a set extent of development must commence to enable compliance with this condition, no development shall commence until the approved remediation method statement has been carried out in full and a verification report confirming these works has been submitted to, and approved in writing, by the Council. This report shall include: details of the remediation works carried out; results of any verification sampling, testing or monitoring including the analysis of any imported soil; all waste management documentation showing the classification of waste, its treatment, movement and disposal; and the validation of gas membrane placement. If, during development, contamination not previously identified is found to be present at the site, the Council is to be informed immediately and no further development (unless otherwise agreed in writing by the Council) shall be carried out until a report indicating the nature of the contamination and how it is to be dealt with is submitted to, and agreed in writing by, the Council. Any required remediation shall be detailed in an amendment to the remediation statement and verification of these works included in the verification report. All works must be carried out in compliance with and by a competent person who conforms to CLR 11: Model Procedures for the Management of Land Contamination (Defra 2004) or the current UK requirements for sampling and testing.

Potentially contaminative land uses (past or present) are understood to occur at, or near to, this site. This condition is required to ensure that no unacceptable risks are caused to humans, controlled waters or the wider environment during and following the development works, in accordance with Borough Wide Strategic Policy CC4 of the Core Strategy and policies DM H7 and H11 of the Development Management Local Plan 2013.

- 16) Unless the Council agree in writing that a set extent of development must commence to enable compliance with this condition, no development shall commence until an onward long-term monitoring methodology report is submitted to and approved in writing by the Council where further monitoring is required past the completion of development works to verify the success of the remediation undertaken. A verification report of these monitoring works shall then be submitted to and approved in writing by the Council when it may be demonstrated that no residual adverse risks exist. All works must be carried out in compliance with and by a competent person who conforms to CLR 11: Model Procedures for the Management of Land Contamination (Defra 2004) or the current UK requirements for sampling and testing.

Potentially contaminative land uses (past or present) are understood to occur at, or near to, this site. This condition is required to ensure that no unacceptable risks are caused to humans, controlled waters or the wider environment during and following the development works, in accordance with Borough Wide Strategic Policy CC4 of the Core Strategy and policies DM H7 and H11 of the Development Management Local Plan 2013.

- 17) Prior to commencement of the development hereby approved, full details of the obscure screening proposed for the balcony terraces to units 7 and 8 including balustrades, fixings and samples of glazing, shall be submitted to and approved in

writing by the Council. The use of the terraces shall not commence until the screens have been installed in accordance with the details agreed and permanently retained as such thereafter.

In order to ensure a satisfactory external appearance and ensure no overlooking or loss of privacy in accordance with Policy DM G1 of the Development Management Local Plan (2013) and SPD Housing Policy 8 of the Planning Guidance Supplementary Planning Document (2013).

- 18) With the exception of the terraces indicated on the approved drawings, no part of any other roof of any of the approved buildings shall be used as a terrace or other form of open amenity space. No alterations shall be carried out; nor planters or other chattels placed on the roofs in connection with their use as a roof terrace or other form of open amenity space. No railings or other means of enclosure shall be erected on the roofs, and no alterations shall be carried out to the elevations of the new buildings at any time to form access onto the roofs.

The use of the roofs as a terrace would increase the likelihood of harm to the existing residential amenities of the occupiers of neighbouring properties as a result of noise and disturbance, contrary to Policy DM H9 of the Development Management Local Plan (2013) and SPD Housing Policy 8 (iii) of Planning Guidance Supplementary Planning Document (2013).

- 19) The development shall not be used or occupied before the refuse storage arrangements as shown on approved drawing no. APS 010 Rev 0 have been fully implemented. All refuse/recycling generated by the residential development hereby approved shall be stored within the approved areas. These areas shall be permanently retained for this use.

To ensure the satisfactory provision of refuse storage and recycling, in accordance with Policy DM H5 of the Development Management Local Plan (2013).

- 20) The development shall not be used or occupied until details of the proposed cycle spaces have been submitted to, and approved in writing by, the Council. The details shall include the type, size and dimensions of the cycle spaces. The facilities shall be implemented prior to occupation or use of the development and shall be permanently retained thereafter.

To ensure the suitable provision of cycle parking within the development to meet the needs of future site occupiers, 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).

- 21) Development shall not commence until a drainage strategy has been submitted to, and approved in writing by the Council in consultation with the sewerage undertaker. No discharge of foul or surface water from the site shall be accepted into the public system until any necessary drainage works agreed in the strategy have been completed.

Condition required by Thames Water, to ensure that sufficient drainage capacity is made available to cope with the new development; and in order to avoid adverse environmental impact upon the community in accordance with Policy 5.13 of the London Plan (2016).

- 22) The development hereby permitted shall not be occupied or used until the flood resilient design measures identified in the Flood Risk Assessment (FRA) and Construction Method Statement submitted with this application are fully implemented. The measures shall thereafter be permanently retained.

To reduce the impact of flooding to the proposed development and future occupants, in accordance with Policies 5.11, 5.13, 5.14 and 5.15 of the London Plan (2016), Policy CC1 and CC2 of the Core Strategy (2011), National Planning Policy Framework (2012) and the Technical Guidance to the National Planning Policy Framework (2012) and Policy DM H3 of the Development Management Local Plan (2013).

- 23) The residential units hereby approved shall only be used as residential units falling within Class C3 of the Town & Country Planning (Use Classes) Order 1987 (as amended). The flats shall not be used as housing in multiple occupation falling within Class C4 of the Town and Country Planning (Use Classes) Order 1987 (as amended).

The use of the property in multiple occupation, rather than as single residential units, would raise materially different planning considerations that the Council would wish to consider at that time, in accordance with Policy BE1 of the Core Strategy (2011) and Policy DM A1, DM A3, DM A9 of the Development Management Local Plan (2013).

- 24) The new residential Units Nos. 1, 5, 6, 7, 8 and 9 hereby permitted shall not be occupied until the Council has been notified in writing (and has acknowledged such notification) of the full postal address of the dwellings. Such notification shall be to the council's Head of Development Management and shall quote the planning application number specified in this decision letter.

In order that the Council can update its records to ensure that parking permits are not issued to the occupiers of three of the new units hereby approved, and thus ensure that the development does not harm the existing amenities of the occupiers of neighbouring residential properties by adding to the already high level of on-street car parking stress in the area, in accordance with Policy T1 of the Core Strategy (2011), policies DM J2 and DM J3 of the Development Management Local Plan (2013) and SPD Transport Policies of the Planning Guidance Supplementary Planning Document (2013).

- 25) No occupiers of the new residential Unit Nos. 1, 5, 6, 7, 8 and 9 hereby permitted, with the exception of disabled persons who are blue badge holders, shall apply to the Council for a parking permit or retain such a permit, and if such a permit is issued it shall be surrendered to the Council within seven days of written receipt.

In order to ensure that the development does not harm the existing amenities of the occupiers of neighbouring residential properties by adding to the already high level of on-street car parking stress in the area, in accordance with Policy T1 of the

Core Strategy (2011), Policy DM J2 and J3 of the Development Management Local Plan (2013), and SPD Transport Policies of the Planning Guidance Supplementary Planning Document (2013).

- 26) The new residential Units Nos. 1, 5, 6, 7, 8 and 9 hereby permitted shall not be occupied until such time as a scheme has been submitted to and approved in writing by the local planning authority to ensure that all occupiers of three of the new flats, other than those with disabilities who are blue badge holders, have no entitlement to parking permits from the Council and to ensure that occupiers are informed, prior to occupation, of such restriction. The relevant dwellings shall not be occupied otherwise than in accordance with the approved scheme unless prior written agreement is issued by the Council.

In order that the prospective occupiers of the residential units concerned are made aware of the fact that they will not be entitled to an on-street car parking permit, in the interests of the proper management of parking, and to ensure that the development does not harm the existing amenities of the occupiers of neighbouring residential properties by adding to the already high level of on-street car parking stress in the area, in accordance with Policy T1 of the Core Strategy (2011), Policy DM J2 and J3 of the Development Management Local Plan (2013), and SPD Transport Policies of the Planning Guidance Supplementary Planning Document (2013).

- 27) Prior to commencement of the development hereby approved the following shall be submitted to and approved in writing by the council:

(i) A Demolition and Construction Management Plan.

Details shall include control measures for dust, noise, vibration, lighting, delivery locations, restriction of hours of work and all associated activities audible beyond the site boundary to 0800-1800hrs Mondays to Fridays and 0800-1300hrs 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. The details shall also include the numbers, size and routes of demolition and construction vehicles, provisions to ensure that all vehicles associated with the demolition construction works are properly washed and cleaned to prevent the passage of mud and dirt onto the highway, and other matters relating to traffic management to be agreed. The approved details shall be implemented throughout the project period.

(ii) A Demolition and Construction Logistics Plan, in accordance with Transport for London (TfL) requirements. This should seek to minimise the impact of demolition and construction traffic on nearby roads and restrict construction trips to off peak hours only. The approved details shall be implemented throughout the project period.

To ensure that demolition and construction works do not adversely impact on the operation of the public highway, and that the amenity of occupiers of surrounding premises is not adversely affected by noise, vibration, dust, lighting or other emissions from the building site, in accordance with Policy CC4 of the Core

Strategy (2011), and policies T1 and H9 of the Development Management Local Plan (2013).

- 28) The development hereby permitted shall not commence until details, including samples and drawings in elevation and section at a scale of 1:20, of all new and replacement windows and rooflights have been submitted to, and approved in writing by, the local planning authority.

To ensure a satisfactory external appearance, in accordance with Policies DM G3 and DM G5 of the Development Management Local Plan (2013) and Policy BE1 of the Core Strategy (2011).

- 29) The development hereby permitted shall not commence until details, including samples, of hard and soft landscaping of all areas external to the buildings, including planting, planting schedules and paving, and detailed drawings at a scale of not less than 1:20 in plan, section and elevation of all new boundary treatments, fences, gates and other means of enclosure, and details, including samples, of boundary treatment materials have been submitted to, and approved in writing by, the Council. The landscaping shall be carried out in accordance with the approved details and shall thereafter be permanently retained as such. The approved planting shall be carried out in the first planting season following first use of the development. Any planting removed or severely damaged, dying or becoming seriously diseased within 5 years of planting shall be replaced in the next available planting season with a tree or shrub of similar size and species to that originally required to be planted.

To ensure a satisfactory external appearance and satisfactory provision for permeable surfaces in accordance with Policies DM E4, DM G1, DM G3, DM G7 and DM H3 of the Development Management Local Plan, 2013 and Policies BE1 and CC2 of the Core Strategy, 2011.

- 30) No part of the development hereby approved shall be used or occupied prior to the completion of works for the removal of the existing vehicle crossover on Southerton Road and reinstatement and making good of the highway.

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 T1 of the Core Strategy, 2011 and Policy J2 of the Development Management Local Plan, 2013.

- 31) The development hereby permitted shall not commence until a full detailed Arboricultural Method Statement has been submitted to, and agreed in writing by, the local authority. The submitted document must cover the following matters:

- a. Details of the type and position of temporary protective barriers (around the street tree trunk);
- b. Details and type of any no-dig construction;
- c. Details and position of any underground services;
- d. Details of any changes in ground levels in proximity to root protection areas;
- e. Details of site huts, parking, storage of materials and construction activities such as cement silos and mixing areas;
- f. Details of site supervision and any involvement necessary by an approved

arboriculturalist.

The works hereby approved must be carried out in full accordance with the agreed details and British Standard BS5837:2012 and with a suitably qualified Arboriculturalist present at all times to supervise the works.

In order to ensure that no damage occurs to the protected tree on the site, and that by protecting this tree, its positive contribution to the character and appearance of the conservation area and the setting of adjacent listed buildings is preserved, in accordance with Policy BE1 of the Core Strategy (2011) and Policies DM G7 and DM E4 of the Development Management Local Plan (2013).

- 32) Prior to commencement of the development hereby approved, full details of all roof lights, including fixings and samples of obscured glazing for the west-facing first floor roof lights on units 1-4, shall be submitted to and approved in writing by the Council. The use of the terraces shall not commence until the screens have been installed in accordance with the details agreed and permanently retained as such thereafter.

In order to ensure a satisfactory external appearance and ensure no overlooking or loss of privacy in accordance with Policy DM G1 of the Development Management Local Plan (2013) and SPD Housing Policy 8 of the Planning Guidance Supplementary Planning Document (2013).

- 33) Prior to commencement of the development, (excluding site clearance and demolition) a report including detailed information on the proposed mechanical ventilation system with NO_x filtration shall be submitted to and approved in writing by the Council. This report shall specify air intake and air extract locations at the rear roof level and the design details and locations of windows on all floors to demonstrate that they avoid areas of NO₂ or PM exceedance e.g. Glenthorne Road (A315) or include appropriate mitigation. The whole system shall be designed to prevent summer overheating and minimise energy usage. Chimney/boiler flues and ventilation extracts shall be positioned a suitable distance away from ventilation intakes, openable windows, balconies, roof gardens, terraces and receptors. 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 approved details shall be fully implemented prior to the occupation/use of the residential development and thereafter permanently retained and maintained.

To ensure that future occupants' air quality is at an acceptable level, in accordance with Policy CC4 of the Core Strategy (2011) and Development Management Local Plan (2013) Policy DM H8.

- 34) Prior to the commencement of the development (excluding site clearance and demolition) details must be submitted to and agreed in writing by the council of the Ultra Low NO_x 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 NO_x emissions not exceeding 30 mg/kWh (at 0% O₂). Where any installations do not meet this emissions standard, it should not be operated without the fitting of suitable NO_x abatement equipment or technology as

determined by a specialist to ensure comparable emissions. Following installation, emissions certificates will need to be provided to the council to verify boiler emissions. The approved details shall be fully implemented prior to the occupation/use of the residential development and thereafter permanently retained and maintained.

To reduce the potential adverse air quality impacts of the new development, in accordance with Policy CC2 of the Core Strategy (2013) and Policy DM H8 of the Development Management Local Plan (2013).

Justification for Approving the Application:

1. Land Use: The proposal would achieve a sustainable development with efficient use of previously developed land. The proposal would not have a significant adverse impact on the borough's employment stock in either the short or long term. The proposal is considered to be in accordance with Core Strategy (2011) Borough Wide Strategic Policies H1 and LE1, London Plan (2016) Policies 3.3 and 3.4 and Development Management Local Plan (2013) policies DM A1 and DM B1.

2. Housing: The proposed development would contribute to much needed additional housing, which would help the borough meet its housing targets, in accordance with London Plan policies 3.3 and 3.4, and Development Management Local Plan Policy DM A1. The quality of accommodation, including internal design and layout of the new residential units, is considered acceptable, having regard to the Mayor's Supplementary Guidance on Housing and London Plan Policy 3.5 and Table 3.3, together with Core Strategy Strategic Policy H4 and Development Management Local Plan policies DMA1, DM A2 and DM A9.

3. Density: The proposal is of an acceptable density which would optimise the potential of the site and would be compatible with the local character and context and public transport capacity. The proposal thereby satisfies London Plan Policy 3.4, Core Strategy Strategic Policy H3, and Development Management Local Plan 2013 policies DM A2 and DM G1.

4. Design: The development is considered to comply with Core Strategy Strategic Policy BE1 and Development Management Local Plan Policy DM G1 which require a high standard of design in all developments, compatible with the scale and character of existing development and its setting, as well as London Plan policies 7.1, 7.4, 7.6 which seek a high quality in design and architecture, requiring new developments to have regard to the pattern and grain of existing development.

5. Residential Amenity: The impact of the proposed development upon adjoining occupiers is considered acceptable. The proposal would not have an unacceptably harmful impact on neighbouring residential amenity in terms of light, outlook or privacy and noise and disturbance. The commercial use would not result in

unacceptable noise and disturbance to nearby residents, subject to conditions. In this regard, the development would respect the principles of good neighbourliness, and would therefore be acceptable in accordance with Policies DM H9 and DM H11 of the Development Management Local Plan and SPD Housing Policy 8 of the Planning Guidance Supplementary Planning Document (2013).

6. Access and Safety: The development would provide a safe and secure environment for all users, and would provide ease of access where possible for all people, including disabled people, in accordance with in accordance with Development Management Local Plan policies DM G1 and DM A4 and London Plan Policies 3.8 and 7.2.

7. Highways matters: It has been demonstrated that the scheme would not have a significant further impact on the highway network or local parking conditions and is thus considered to be acceptable. Satisfactory provision would be made for cycle parking and future occupiers of the net new units would be prevented from obtaining on-street parking permits, to help prevent overspill of parking onto the local highways. There are available public transport and other services nearby and adequate provision for storage and collection of refuse and recyclables would be provided. The development thereby accords with Core Strategy Strategic Policy CC3 and Development Management Local Plan policies DM J1, DM J2, DM J3, DM H5, as well as London Plan policies 6.1, 6.3, 6.10, 6.11 and 6.13.

LOCAL GOVERNMENT ACT 2000 LIST OF BACKGROUND PAPERS

All Background Papers held by Helen Murray (Ext: 3439):

Application form received: 9th May 2017

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:
Environment Agency - Planning Liaison

Dated:
05.06.17

Neighbour Comments:

Letters from:

Dated:

6a Iffley Rd Hammersmith W6 0PA
Flat A Basement 12 Iffley Road London W6 0PA
6 Kilmarsh Road London W6 0PL

14.06.17
26.06.17
06.07.17

OFFICER'S REPORT

1.0 BACKGROUND

1.1 The site is located to the rear of Nos. 2-8 Iffley Road, Nos.1-11 Southerton Road and Nos. 38-48 Glenthorne Road. The only point where the site intersects with the public street frontage is on Southerton Road, to the south of the adjacent terrace on the western side of the street.

1.2 The site area is approximately 700sq.m and is currently occupied by two single storey workshop buildings and an ancillary open yard belonging to a car repair/servicing garage and MOT testing centre known as Esmond Garage (use class B2). One of these workshop buildings is adjacent to Southerton Road, whilst the other sits behind and is attached to No.2 Iffley Road, a two-storey brick building which is also within the ownership of the applicant but does not form part of the current application site.

1.3 The site is located within the Bradmore Conservation Area. None of the buildings on or immediately surrounding the site are listed buildings or locally listed Buildings of Merit. The Godolphin and Latymer School campus, on the western side of Iffley Road, contains several Grade-II listed buildings and one Grade-II* listed building.

1.4 The site has a Public Transport Accessibility Level (PTAL) of 6a, which is excellent.

1.5 The site falls within the Environment Agency's Flood Risk Zone 3.

1.6 The application seeks planning permission for change of use from B2 to residential (C3); demolition of the existing workshop buildings on site; and the erection of five two-storey dwellinghouses arranged around a mews and four self-contained flats fronting Southerton Road (nine new units in total).

1.7 Relevant planning history for application site:

1979/02024/FUL - Application refused for use of premises to the rear (buildings fronting Southerton Road) for the display and sale of motor cars.

1979/02070/ADV - Application refused for display of internally illuminated projecting box sign on the Southerton Road frontage and an internally illuminated hanging box sign on the Iffley Road frontage.

2003/01720/FUL - Application approved for alteration to roof at side elevation, installation of doors to replace windows and erection of railings to create a roof terrace at first floor level; increase in height of flank wall of side addition.

2004/02621/OUT - Outline application refused for demolition of existing buildings and redevelopment of site to provide a four-storey building comprising 2000 square metres of office (B1) floorspace. The reasons for refusal were as follows:

- i) Excessive employment floorspace that would result in overdevelopment of the site with potential adverse impacts on the road network;
- ii) Loss of a permanent residential unit with no replacement unit proposed;
- iii) Proposed building would by virtue of its height and bulk, fail to respect the existing street scene and mass, form and grain of surrounding development;
- iv) Proposed building would be likely to result in a loss of daylight and sunlight, outlook and loss of privacy for surrounding residential properties;
- v) Provision of car parking exceeds the maximum standards and makes no provision for cyclists;
- vi) Proposed access arrangements fail to provide adequate space for servicing and delivery vehicles within the development site;

1.8 Relevant planning history for adjoining and interlinked site at No.2 Iffley Road, also owned by the applicant:

2015/05579/FUL - Application approved for change of use of part of existing garage premises at No. 2 Iffley Road from Class B1 (business) to residential (C3) and conversion of entire property to form a single-family dwelling house. External alterations include new windows and a shutter to the front elevation and construction of wall to the rear; creation of external amenity area to the rear from part of the adjacent workshop building; modification of existing first floor windows on south elevation, addition of 3no. roof lights in south slope of existing roof and formation of new windows and doors to rear gable wall.

2.0 PUBLICITY AND CONSULTATION RESPONSES

2.1 The planning application was advertised by letters sent to 174 surrounding properties. Site and press notices were also published to advertise the application.

2.2 A total of three comments on the proposals were received from members of the public, including two support comments from 12a Iffley Road and 6 Kilmarsh Road, and one objection comment from 6a Iffley Road.

2.3 The support comments can be summarised as follows:

- The intention to improve the garage site by changing its use to residential is welcomed;
- The garage walls are in a very bad state and it is important to improve this situation as soon as possible;
- The development would be a great improvement to the visual amenity of the street.

Case Officer response: The comments in support of the development are noted. Officers agree that demolition of the dilapidated garage building on Southerton Road will be beneficial for visual amenity.

2.4 The objection comment can be summarised as follows:

- Natural light into the basement flat at 12a Iffley Road is already limited. With two storey houses situated at the bottom of the garden, this situation would be made worse.

Case Officer response: The applicant has provided a detailed Daylight and Sunlight Assessment Report which demonstrates that the proposed development would not result in a significant loss of light to any of the windows of the properties on Iffley Road. The bulk and form of the proposed mews houses would also respect an angle of 45-degrees taken from the rear boundary at a height of 2m, in accordance with SPD Housing Policy 7(iv).

- From the second storey of the proposed buildings, it would be possible to look down directly into 12a's flat and garden which would be an infringement of privacy. The distance would be abnormally close.

Officer response: The largest west-facing roof lights in the proposed mews units would be above a stairwell, and its height above step level would mean it would not be possible to easily see out of. The skylights in the bedroom would be set slightly lower compared to the finished floor level, however the angle of the roof lights relative to neighbouring windows means it would not be possible to get direct and intrusive views into neighbours' properties.

- Due to the proximity of the houses, any noise made would be invasive.

Officer response: The proposed residential use is considered to be compatible with surrounding uses. In terms of noise, residential use would be an improvement on the current lawful use of the site which is 'general industrial'.

- Demolition of the boundary wall would mean uprooting plants in the communal area which would also be invasive.

Officer response: This is a private matter between neighbours and the developer.

- The proposed buildings would be unsightly. The buildings would be crammed in among the period properties.

Officer response: The Council's Urban Design and Conservation Officer considers the proposals to be acceptable in terms of visual amenity. The new mews houses would be of simple, contemporary design, subservient in terms of scale, and high-quality materials will be ensured.

- The development would mean turning a private closed space into a public one where people come and go. This leaves the back of the houses in Iffley Road vulnerable and residents feeling less safe.

Officer response: The mews will be gated. Access will be for residents of the new development only and no public access or through-route would be created. The

development will also be required to comply with the best practice principles of Secured by Design, a Metropolitan Police security initiative.

- Parking is already difficult on Iffley Road. With extra housing and extra cars, it will be impossible to find suitable parking.

Officer response: Additional parking bays would be created through reinstatement of the dropped kerb outside the workshop on Southerton Road and parking bays extended. A condition is recommended to ensure the new units that would not benefit from the new parking bays are not entitled to street parking permits.

- The building work would involve trucks back and forth, as well as months of noisy building work.

Officer response: In the event of the application being considered acceptable, conditions would be recommended to help mitigate the impact of the development during the demolition and construction phase. Such conditions combined with other legislation, such as the Noise Act 1990, would offer sufficient protection to neighbouring living conditions.

2.5 The Environment Agency were consulted and consider this development to be at low risk of flooding and they do not object to the application.

2.6 Thames Water, the London Fire and Emergency Planning Authority, and The Hammersmith Society were consulted and did not respond.

2.7 The planning issues raised above will be considered in more detail in the body of the report below.

3.0 PLANNING 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 (as amended March 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 (SPD, 2013), are:

- The impact of the development on the character appearance of the streetscene and the Bradmore Conservation Area, as well as the nearby listed buildings;
- The loss of existing small business accommodation;
- The principle of creating nine residential units at this site and the contribution that the new units would make to the borough's housing stock in terms of both quality of residential accommodation provided and affordability;
- The impact of development on neighbours' living conditions;
- The impact of the development on parking demand and on the highway;
- The impact of the development on the environment.

LAND USE

3.2 The relevant policies for assessing the proposed change of use involving the loss of employment are Core Strategy Policy LE1 (Local Economy and Employment) and

Strategic Policy B (Location of Employment Activities) and DMLP Policy DM B1 (Providing for a range of employment uses).

3.3 Strategic Policy B states that employment uses that recognise the existing strengths in the borough in creative industries, health service and bio-medical research at Hammersmith Hospital will be encouraged. It also states that in other areas of the borough, land providing significant existing employment should normally continue to do so. Justification paragraph 6.21, which supports Strategic Policy B, states that wherever possible, the Council wants to retain existing businesses and employment.

3.4 DMLP Policy DM B1 states that new employment use and retention and intensification of existing employment uses will be supported. It also states that when considering new proposals, the Council will take into account the impact upon small business accommodation. Where loss of employment use is proposed, the Council will have regard to "the need to avoid adverse impact on established clusters of employment use; and the need to ensure a sufficient stock of premises and site to meet local need for a range of types of employments uses in appropriate locations." Justification paragraph 4.40, which supports DMLP Policy DM B1, underlines the particular local need for new floorspace for small businesses and for the provision of affordable business units. In general, the Council will seek flexibly designed accommodation capable of meeting the need of a variety of types and sizes of business. It should be adaptable to changes in working practices in futures. In addition, the replacement of existing, well used small business premises will be sought in redevelopment schemes.

3.5 The application site comprises two workshops and a yard associated with an existing car repair garage/workshop (Class B2) known as Esmond Garage. The workshops are accessed via a crossover on Southerton Road and an undercroft on the ground floor of No. 2 Iffley Road. No. 2 also forms an integral part of Esmond Garage and is owned by the applicant, however it does not form part of the current application site. Planning permission was granted in February 2016 for change of use of No. 2 to residential use and conversion of the property to form a single-family dwelling. At that time, Officers was considered that it would still be possible for the application site to continue to function as a business premises due to the independent access from Southerton Road. This consent has not yet been implemented.

3.6 The application form indicates the site currently employs one person and so cannot be said to provide 'significant employment' as per Core Strategy Policy LE1. Esmond Garage has occupied this site for 36 years and a site visit by the Case Officer revealed the internal and external spaces to be of relatively poor quality. A letter from the applicant (who is the proprietor of the garage) states that the company is no longer financially viable, because the site is not large enough for the sort of commercial servicing facilities provided by car manufacturer's dealerships, and confirms his intention to close the business at the end of the financial year.

3.7 Officers have significant concerns about whether it would be possible to upgrade the premises to make them suitable for a new B2 use in future, once the existing operator has retired or moved on. The garage is located in a predominantly residential area and sits to the rear of residential properties on Iffley Road and Southerton Road, in close proximity to residential windows. Officers recognise that some disturbance is therefore likely and is a constraint of the site for continued B2 use. Although there are no records

of noise complaints arising from the existing car garage, there is no guarantee that a new B2 use or user would be as considerate as the current owner.

3.8 Given the low employment density, poor quality of the existing buildings and constraints imposed by the residential context, Officers consider that the proposed change of use would not have a significant adverse impact on the borough's employment stock in either the short or long term. For this reason the application is considered to comply with Core Strategy Policy LE1 and Strategic Policy B, and DMLP Policy DM B1.

HOUSING PROVISION

3.9 Core Strategy Policy H1 (Housing supply) states that the Council will look to exceed housing targets set out in the London Plan. The current London Plan (2016) target is for the delivery of 1,031 residential units per year. The Core Strategy states that this target will be achieved by allowing change of use of buildings where land and premises are shown to be surplus to requirements and by allowing the provision of new homes through conversion. The proposed development would provide 9 additional units, which would help the Council achieve its housing targets.

Residential Density and Mix

3.10 London Plan Policy 3.4 (Optimising housing potential) and Core Strategy Policy H3 (Housing quality and density) seek to ensure that development proposals achieve the optimum intensity of use compatible with the site's context, design principles and with public transport capacity. To aid this assessment, a density matrix table (Table 3.2 of the London Plan 2016) has been produced which provides target density values for different types of location (i.e. suburban, central, urban) and public transport accessibility (PTAL) ratings. This is supported by DMLP Policy DM A2 (Housing quality and density) which affirms that regard will be had to the London Plan density matrix when assessing proposals.

3.11 The application site has PTAL rating of 6a, which indicates excellent access to public transport. According to the London Plan's density matrix, the site is in an 'urban' location. The recommended density range for this site is therefore between 200 and 700 habitable rooms per hectare (hr/ha). The site is around 0.07 hectares and the proposed development would provide 30 habitable rooms, and therefore the density of the site is 411 hr/ha. The proposed development therefore complies with the London Plan's recommended density ranges and DMLP Policy DM A2.

3.12 Core Strategy Policy H4 (Meeting housing needs) seeks to ensure that development sites provide a mix of housing types and sizes, and in particular it seeks to increase the proportion of family accommodation (those units with 3 or more bedrooms). The proposed development provides the following mix: 3 x 1 bed/2 person; 4 x 2 bed/3 person; 2 x 2 bed/4 person. Although no family-sized units would be provided in this case, this is considered to be acceptable given the location of the site close to Hammersmith Town Centre. No objection is recommended to be raised in respect of mix of unit sizes alone.

Affordable Housing

3.13 Affordable housing has an important part to play in ensuring that the whole of London's housing need is met. Paragraph 3.64 of the London Plan (2016) states that "the joint evidence of the London Plan and the London Housing Strategy demonstrates that the high cost of housing in London makes affordable housing particularly important in meeting housing needs".

3.14 The benefits of securing social housing and creating mixed and balanced communities are well documented; and ensures that development is both economically and sociably sustainable in keeping with the aims of the National Planning Policy Framework. To secure these benefits, Core Strategy Policy H2 (Affordability) seeks affordable housing on sites with the capacity for providing 10 or more self-contained units. A more recent Written Statement by the Minister of State for Housing and Planning (November 2014) stipulates that affordable housing contributions should not be sought on sites of 10 units or less (that is, the Written Statement sets a threshold of 11 units or more for affordable housing contributions).

3.15 National policy guidance, the London Plan and the Council's own policies all recognise that the actual amount of affordable housing that can be delivered at a site depends on, amongst other things, financial viability. An appropriate balance must be struck between securing the benefits of affordable housing, but not at the expense of threatening the viability of the residential scheme put forward. In light of this, London Plan Policy 3.12 (Negotiating affordable housing) requires that the maximum reasonable amount of affordable housing should be sought when negotiating on individual private residential and mixed-use schemes. The proposed development provides nine residential units and therefore the Council needs to be satisfied as to whether the proposal is optimising the site appropriately and why affordable housing is not being provided.

3.16 No financial viability appraisal has been submitted with the application to demonstrate that it would not be viable to achieve at least one additional unit on the site. However, Officers consider that the site dimensions and surrounding context are the determining factors to establish the most suitable building scale and layout, internal arrangement, and density configuration for this development. It is considered that the number of units on the site cannot be physically increased to 10 without compromising the visual acceptability of the buildings, and the quality of accommodation for future occupiers. For example, whilst the floor area and layouts of all flats comply with the London Plan and Council standards, none of the flats are so generous that they could be split into smaller flats. Reducing the size of the flats would result in unsatisfactory layouts. Officers are satisfied that the units have not been oversized to avoid the requirement for affordable housing, and the number of flats within the envelope of the building could not be increased.

3.17 In terms of scale and massing, the proposed buildings are at an acceptable maximum. Specifically, the constraints to providing additional units on the site are as follows:

- The height and volume of the proposed mews building (units 1-5) are limited by the need to maintain the outlook, sense of openness, privacy and daylight to nearby neighbours. They have been carefully designed to respect the standards set out in SPD Housing Policies 7 and 8. This limits the potential volume of upper floor space of the

mews units typically to a single bedroom, except in the northernmost house, which is L-shaped and has two bedrooms.

- The narrow, elongated shape of the site dictates that a relatively high proportion of space is given to external circulation.
- The standards for daylight and sunlight, combined with the need to provide privacy to the proposed houses, means that more than the minimum external amenity space is provided between the units. However, the level of amenity space provision is by no means excessive and represents a good level of provision.
- The height and volume of the proposed four-storey building fronting Southerton Road has been maximised within the constraints set by the conservation area context, and could not be any higher given the need to maintain a subservient relationship with the adjacent Victorian terrace. Officers consider that this building should also be a standalone entity and not attached to the terrace to ensure adequate visual separation.
- Although the neighbouring properties on Glenthorne Road are not private dwellings, these uses (including aparthotels and offices) have a reasonable expectation of light. Therefore, a reasonable amount of separation should be allowed to avoid excessive overlooking and overshadowing of rooms and external spaces.

3.18 In summary, it is considered that the submitted 9 unit scheme represents the most effective and efficient use of this site whilst maximising development potential. The proposed scheme has been designed to take account of its local context and character in terms of appropriate scale and massing, the form and character of surrounding development and the historic grain and impact on neighbours, as well as complying with the Council's standards on the size of residential units. These matters are addressed in the paragraphs below. Officers consider that it would not be appropriate in this case to include further units within the proposed development to meet the affordable housing threshold.

DEMOLITION AND DESIGN OF NEW BUILDING

3.19 Paragraph 56 of the NPPF states that great importance should be attached to the design of the built environment. Paragraph 58 states that planning decisions should ensure that developments will function well and add to the overall quality of the area, not just for the short term, but over the lifetime of the development. They should establish a strong sense of place, using streetscapes and buildings to create attractive and comfortable places to live, work and visit; optimise the potential of the site to accommodate development, create and sustain an appropriate mix of uses (including incorporation of green and other public space as part of developments) and support local facilities and transport networks; respond to local character and history, and reflect the identity of local surroundings and materials, while not preventing or discouraging appropriate innovation; create safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion; and are visually attractive as a result of good architecture and appropriate landscaping. Paragraph 60 states planning policies and decisions should not attempt to impose architectural styles or particular tastes and they should not stifle innovation, originality or initiative through unsubstantiated requirements to conform to certain development forms or styles. It is, however, proper to seek to promote or reinforce local distinctiveness.

3.20 London Plan Policy 7.1 (Lifetime neighbourhoods) requires that all new development be of a high quality, requires them to respond to their surrounding context, to improve access to social and community infrastructure, to contribute to the provision of high quality living environments, and to enhance the character, legibility, permeability and accessibility of the surrounding neighbourhood.

3.21 London Plan Policy 7.4 (Local character) states that 'buildings, streets and open spaces should provide a high quality design response that: a) has regard to the pattern and grain of the existing spaces and streets in orientation, scale, proportion and mass, b) contributes to a positive relationship between the urban structure and natural landscape features, c) is human in scale, ensuring buildings create a positive relationship with street level activity and people feel comfortable with their surroundings, d) allows existing buildings and structures that make a positive contribution to the character of a place to influence the future character of the area, and e) is informed by the surrounding historic environment.'

3.22 London Plan Policy 7.6 (Architecture) states that buildings should be of the highest architectural quality which is often best achieved by ensuring new buildings reference, but not necessarily replicate, the scale, mass and detail of the predominant built form surrounding them, and by using the highest quality materials. Contemporary architecture is encouraged, but it should be respectful and sympathetic to the other architectural styles that have preceded it in the locality.

3.23 The Council's relevant local policies concerning the design of the proposed development include Core Strategy Policy BE1 (Built Environment) and DMLP Policy DM G1 (Design of new build). Policy BE1 states that 'development should create a high quality urban environment that respects and enhances its townscape context and heritage assets. There should be an approach to accessible and inclusive urban design that considers how good design, quality public realm, landscaping and land use can be integrated to help regenerate places. In particular, development throughout the borough should be of the highest standard of design that respects local context and character and should protect and enhance the character, appearance and setting of the borough's conservation areas and its historic environment'.

3.24 DMLP Policy DM G1 seeks to ensure that new build development is of 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.

3.25 The site is within the Bradmore Conservation Area and therefore DMLP Policy DM G7 (Heritage and conservation) is also relevant. This policy states that the Council will aim to protect, restore and enhance the quality, character and appearance of the borough's conservation areas. This is supported by the conservation area guidelines in the Planning Guidance SPD, particularly SPD Design Policies 44 (Opportunity Sites) and 45 (Building Line) which require new buildings in conservation areas to be carefully conceived to achieve a harmonious relationship with their neighbours, and to respect the dominant building line on the street frontage.

3.26 In addition, it is key to the assessment of this application that decision-making process is based on the understanding of specific duties in relation to conservation areas required by the relevant legislation, particularly the Section 16, 66 and 72 duties of the Planning (Listed Buildings and Conservation Areas) Act 1990 set out below together with the requirements of the NPPF. 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.' 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 134 of the NPPF states that 'where a development will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use.'

Demolition of existing buildings

3.27 The existing buildings on the site are two single storey workshop buildings of brick and breeze-block construction with corrugated metal roofs. Both buildings are dilapidated and in a poor state of repair. Due to its appearance and prominence on the street scene, the workshop fronting Southerton Road is considered to be particularly detrimental to visual amenity, and two comments have been received from local residents who support its demolition for this reason. Officers do not raise any objections to the full demolition of the buildings on the site, because they are not of architectural merit and are of poor visual amenity. Their demolition not cause harm to the significance of the conservation area, and their replacement with an appropriate high quality new building would enhance the character and appearance of the conservation area.

Design of proposed mews houses (units 1-5)

3.28 The proposal includes five two-storey detached dwellings arranged along a mews lane in the centre of the site. The new buildings would be erected on what is currently an open yard with hard standing, which has been in place for decades and there would be no loss of green space. The scale, massing and detailed design is simple and contemporary, and the applicant has indicated that materials would be used that are in keeping with the prevailing character of surrounding development (e.g stock brick, slate). Given the constraints posed by the proximity of neighbouring houses, and the requirement to protect their existing amenities, the design of the houses is considered to

be acceptable. Units 1-4 would not be readily visible from any public vantage points in the conservation area. Unit 5 would be more visible in views from Iffley Road, across the health centre car park, however given there is an existing workshop building in this position, there would not be a perceivable increase in bulk and the design of the new building would not result in any harm to visual amenity.

Design of proposed Southerton Road flats (units 6-9)

3.29 Southerton Road is lined on each side with terraces of uniform four storey houses. On the eastern side of the road, the terrace ends at the boundary of the application site with a blind gable wall. The amended design of the Southerton Road building (drawings received on 03.11.2017) is significantly improved from the original proposals. Officers welcome the proposal to create a gap between the new building and the existing terrace on the eastern side of Southerton Road which creates visual distinction and helps to ensure the new building is subservient. The height of the new building is also stepped down slightly from the eaves of the terrace, which is also welcomed.

3.30 The detailed treatment of the front elevation is suitably refined and of an acceptable design quality. The size and composition of upper floor windows achieves a suitable balance. There is a strong hierarchical relationship between ground and upper floors, with upper floor windows smaller than those on the ground floor and with a symmetrical pattern. The design is clearly contemporary, but successfully responds to the character and grain of the Victorian terrace with references to the townscape character of surrounding streets, for example the rendered plinth with an elevated entrance, strong parapet, rendered tabling around the windows. Limited detail has been provided on the submitted drawings of the elevational treatments, and in the event of the application being approved, Officers would recommend a condition be attached to secure further detailed drawings of the elevations and ensure that high quality materials would be used.

Landscaping and boundary treatments

3.31 To the rear of the development, there is minimal opportunity for soft landscaping because most of the proposed open space is enclosed within private gardens. However, the shared spaces would still be attractive places to be by virtue of the high-quality materials to be used, including interlocking block paving with edging and detail delineated in a contrasting material. In front of the mews houses, a margin defined by a change in finish and area of grass and planting would create a buffer zone between the footpath and the house, as well as adding additional greenery, and a green wall would be created on the boundary wall opposite the houses. The open area at the south end of the mews offers greater opportunity for soft landscaping and could accommodate grass and substantial shrubs. It is recommended that a condition requires approval of a detailed design and maintenance plan for the soft landscaping of the site.

New basement

3.32 The proposals include a new basement to be created underneath the footprint of the proposed Southerton Road block of flats. DMLP Policy DM A8 (Basement accommodation and lightwells) and SPD Housing Policy 9 (Basements) are the relevant policies. Save for the lightwells, the proposed basement would not extend beyond the footprint of the new building and therefore complies with the policy in that respect. The size and location of the lightwells are considered to be appropriate and would not cause

any harm to visual amenity. Given its restricted footprint and position below ground floor level, Officers are satisfied there would be no adverse impact on the amenity of adjoining properties or on the local or historic environment. Flood risk to the new basement and the impact on a nearby protected street tree have also been addressed and are discussed in the relevant sections of the report below. For these reasons no objections are recommended to be raised to the creation of a new basement as part of this development.

3.33 Overall it is considered that these works are of an appropriate height, scale, and massing and acceptable in terms of design and appearance. Subject to the recommended conditions being satisfactorily discharged, the proposed development would preserve and enhance the character and appearance of the Bradmore Conservation Area, in accordance with Paragraph 60 of the National Planning Policy Framework and the relevant policies contained within Chapter 7 of the London Plan (2016), as well as Core Strategy Policy BE1 and DMLP policies DM G1 and DM G7, as well as s.16(2) of the Planning (Listed Buildings and Conservation Areas) Act 1990.

QUALITY OF RESIDENTIAL ACCOMMODATION

3.34 Housing quality is a key consideration in the assessment of applications for new developments. The London Plan (2016) seeks the delivery of new housing that is of a high quality of design. London Plan Policy 3.5 (Quality and design of housing developments) says that housing developments should be of the highest quality internally, externally and in relation to their context and to the wider environment. To ensure the delivery of high quality, well designed housing, the Mayor has prepared Supplementary Planning Guidance on Housing in March 2016 ('the Housing SPG') which provides detailed guidance which seeks to assist in the design of new housing to ensure that new developments are of the highest quality and make a difference to the quality of life of new residents. The Housing SPG is clear that increasing the output of housing is not a simple end in itself; new housing must also enhance the environment, improve choice and affordability, and provide better quality homes.

3.35 Core Strategy Borough Wide Strategic Policy H3 says that the Council will expect all housing developments to respect the local setting and context, provide a high quality residential environment, be well designed and energy efficient, meet satisfactory internal and external space standards, and provide a good range of housing types and sizes.

3.36 DMLP Policy DM A2 says that all new housing must be of high quality design and take account of the amenity of neighbours and must be designed to have adequate internal space in accordance with the London Plan. DMLP Policy DM A9 (Detailed residential standards) says that the Council will ensure that the design and quality of all new housing is of a high standard. To assess this, the following considerations will be taken into account:

- Floor area;
- Accessibility for disabled people;
- Amenity and garden space provision;
- A safe and secure environment;
- Car parking and cycle parking;
- Attenuation of surface water run off;
- Sustainable energy matters;

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

Size of Units

3.37 London Plan (2016) Policy 3.5 places a significant focus on internal space standards for dwellings. The purpose of the policy is to ensure that all new homes are fit for purpose and offer the potential to be occupied over time by households of all tenures and sets out the minimum Gross Internal Areas (GIA) for new dwellings. The makeup of the proposed residential units and their floor areas is set out below. All the proposed units would meet or exceed recommended minimum floor areas as set out in the London Plan and the Technical Housing Standards - Nationally Described Space Standard (DCLG 2015).

Unit 1 (2 storey house, 2 bedrooms, 3 person) = 76.42 sqm
 Unit 2 (2 storey house, 1 bedrooms, 2 person) = 58.69 sqm
 Unit 3 (2 storey house, 1 bedrooms, 2 person) = 58.69 sqm
 Unit 4 (2 storey house, 1 bedrooms, 2 person) = 58.69 sqm
 Unit 5 (2 storey house, 2 bedrooms, 3 person) = 71.23 sqm
 Unit 6 (Maisonette, 2 bedrooms, 3 person) = 80.48 sqm
 Unit 7 (Maisonette, 2 bedrooms, 4 person) = 73.87 sqm
 Unit 8 (Maisonette, 2 bedrooms, 4 person) = 72.77sqm
 Unit 9 (Maisonette, 2 bedrooms, 3 person) = 81.76 sqm

Aspect and Outlook

3.38 The Housing SPG (paragraph 2.3.31) recognises that a home with opening windows on at least two sides has many inherent benefits, including better daylight, a greater chance for direct sunlight for longer periods, natural cross ventilation, mitigating pollution, offering a wider choice of views, access to a quiet side of the building, greater flexibility in the use of rooms, and more potential for future adaptability by altering the use of rooms. The Council's preference is therefore for dwellings to be dual aspect. In this development, all of the proposed units would be dual aspect. All of the habitable rooms in all flats would be served by windows, with rooflights providing additional lighting or serving stairwells/bathrooms. Therefore, the units are considered to be of suitable quality in this respect.

Daylight to habitable rooms

3.39 The guidance produced by the British Research Establishment (BRE) ('Site Layout Planning for Daylight and Sunlight - A Guide to Good Practice') provides a method for calculating the luminance of a room called Average Daylight Factor (ADF). This method of calculating daylight is one of the most complex and considers both the physical nature of the room including window transmittance and surface reflectivity and provides targets for different types of uses. The BRE guidance and relevant British Standard (BS 8206-2:2008) sets the following recommended ADF levels for habitable room uses: 1% for bedrooms, 1.5% for living rooms and 2.0% for kitchens. A daylight and sunlight analysis report has been submitted with the application which provides ADF figures for habitable rooms located within the development. The analysis confirms that all of the rooms within the proposed development achieve acceptable levels of daylight, in excess

of the BRE good practice guidance. Officers have reviewed this report and are satisfied that it is a robust assessment.

Floor-to-ceiling heights

3.40 The London Plan (2016) states that new build units should have 75% of their floor area with a minimum floor to ceiling height of 2.3m and above. The plans confirm that all of the proposed units would meet this standard for at least 75% of the floor area.

External amenity space

3.41 The Housing SPG Baseline Standards 4.10.1, 4.10.2 and 4.10.3 relate to private amenity space in new dwellings. The supporting text recognises that private open space is highly valued and should be provided in all new housing developments. The standard is quantified as 5 sq.m for 1 to 2 person dwellings and an extra 1 sq.m should be provided for each additional occupant. The standard recognises that in some cases, site constraints may make it impossible to provide private open space for all dwellings. SPD Housing Policy 1 (Amenity space in new dwellings) identifies the importance of providing private amenity space in family sized dwellings. The breakdown of the proposed amenity space for each of the units is as follows:

Unit 1 (2 bedroom) = 26.10 sqm
Unit 2 (1 bedroom) = 16.90 sqm
Unit 3 (1 bedroom) = 16.90 sqm
Unit 4 (1 bedroom) = 29.10 sqm
Unit 5 (2 bedroom) = 12.20 sqm
Unit 6 (2 bedroom) = 30.10 sqm
Unit 7 (2 bedroom) = 7.10 sqm (Balcony)
Unit 8 (2 bedroom) = 7.10 sqm (Balcony)
Unit 9 (2 bedroom) = 36.60sqm.

3.42 All of the proposed units would provide private outdoor amenity space of a size that exceeds the London Plan standards. The daylight and sunlight analysis report suggests that all but one of the 7 amenity spaces are unlikely to reach the BRE recommended sunlight criteria for external spaces. Despite this, Officers accept that urban developments often have greater site constraints than low-rise suburban developments, for which the BRE guidance was intended. The proposed amenity spaces represent a good level of provision in other respects (i.e. size, accessibility, privacy) and no objections are recommended to be raised in terms of restricted sunlight alone.

Accessible and inclusive design

3.43 DMLP policies DM A9 and DM A4 (Accessible housing) as well as SPD Design Policy 1 (Inclusive design) seek to ensure that homes are accessible and meet 'Lifetime Homes' standards. Since the adoption of these policies, Lifetimes Homes standards have been superseded by the fact that access requirements are now incorporated into the Building Regulations 2010. The equivalent Building Regulations standard to Lifetimes Homes is contained within Approved Document M (Access to and use of buildings), specifically the optional requirement M4(2) - 'Accessible and adaptable dwellings'. To reflect this change, the London Plan was amended accordingly in March 2016 and Policy 3.8 (Housing choice) now requires 90% of dwellings to meet M4(2)

standards, with the remaining 10% built to the Approved Document M's optional requirement M4(3) - 'Wheelchair user dwellings'.

3.44 The proposed development has been designed to address the accessibility requirements set out in the Building Regulations Approved Document M. Units 1-5 are accessed from the mews passage and have level access from ground floor level, and are designed to meet M4(2) standards. The principal requirements are met in the internal layouts and the detailed requirements would be subject to approval under the Building Control process.

3.45 Units 6, 7, 8 and 9 cannot be provided with level access to the entrance storey, and are therefore designed to meet Approved Document M's compulsory requirement M4(1) - 'Visitable dwellings'. Of these, units 6 and 9 (the lower level) have entrance levels which are elevated above ground floor, but have the potential to be adapted for wheelchair access by the incorporation of platform lifts adjacent to the external landings as shown in the submitted Design and Access Statement. The internal layouts of these flats are designed to meet the requirements of M4(2). The other two flats in the block, 7 and 9, occupy the first and second floors and share a common entrance from Southerton Road into a common stairwell. Whilst it would in theory be possible to make these units M4(2) compliant with the installation of stair lifts, the accessibility would in practice be substantially compromised. It is therefore proposed that these units are designed to meet the standards of M4(1). Officers find this to be acceptable in terms of DMLP Policy DM A4 or DM A9 or SPD Design Policy 1.

Noise disturbance to new units

3.46 The Housing SPG Baseline Standard 5.3.1 and London Plan Policy 7.15 (Reducing and managing noise) state that the layout of adjacent dwellings and the location of lifts and circulation spaces should seek to limit the transmission of noise to sound sensitive rooms within dwellings. This policy is supplemented by DMLP Policies DM A9 and DM H9 (Noise), both of which seek to ensure that development does not result in noise and disturbance to existing and future occupiers. In this case, the layout of the units within the flatted block is uniform, and there are no rooms of different uses adjacent to, above or below rooms in separate flats. As such, Officers are satisfied that acceptable internal noise levels could be achieved within the units subject to further details being submitted.

Secured by Design

3.47 Policy BE1 of the Core Strategy and DMLP Policy DM G1 requires proposals to meet 'Secured by Design' requirements. A condition could be recommended to secure details prior to the development commencing.

3.48 In conclusion, the development is considered to be in accordance with the policies and standards set out in the London Plan (2016) policies 3.5 and 3.8 and the relevant baseline standards contained within the Mayor's Housing SPG, as well as Core Strategy Borough-Wide Strategic Policy H3, DMLP Policies DM A2, DM A4, DM A9, DM G1 and DM H9 and SPD Housing Policy 1.

IMPACT ON NEIGHBOURS' LIVING CONDITIONS

3.49 The site is bounded by the rear boundaries of dwellings to the east on Southerton Road, and to the west on Iffley Road. To the north, the site is bounded by the rear garden of No.10 Iffley Road. The neighbouring buildings to the south on Glenthorne Road are commercial premises, as follows:

Nos. 38-40: Sienna Aparthotel
No.40: Aviva House holiday studios
Nos.44-46: Adria Hotel
No.48 West London Mental Health.

Daylight and sunlight to habitable rooms

3.50 The submitted a sunlight and daylight analysis prepared also assesses the impact of the proposed development on the light receivable to surrounding properties. The report has considered the impact of the development on the following properties: 4-8 Iffley Road, 1-13 Southerton Road, and 38-48 Glenthorne Road (which are non-residential). The impact of the development has been assessed in terms of the 25/45 degree test, Vertical Sky Component (VSC), No-Sky Line Contour (NSC) and Annual Probable Sunlight Hours (APSH) tests as set out in the BRE guide.

3.51 The results from these assessments demonstrate that the proposed development will have no noticeable effect on the neighbouring buildings or dwellings in terms of daylight and sunlight, with the impact on all windows except for one included within the assessment fully complying with the targets set out in the BRE guide. The one window which would experience a reduction in daylight is at first floor level on the rear elevation of 38 Glenthorne Road (Sienna Aparthotel). This aparthotel room is believed to be dual aspect, and Officers consider that the reduction in daylight to this window would not be significant in the context of the scheme and would not justify refusal of the application.

Overshadowing to amenity spaces

3.52 The report also assesses the level of overshadowing of neighbours' external amenity spaces. In total, ten amenity areas were identified as being in close proximity to the proposed development, at 4-8 Iffley Road and 1-11 Southerton Road. Nine of these show no reduction in sunlight access as a result of the proposed development. Only the rear yard at No. 11 Southerton Road would experience a reduction of 28% compared to its existing sunlight level. This space is small, with the side return amounting to little more than a lightwell and the narrow area to the rear of the back addition significantly overgrown and not a usable space. Although it could be cleared and restored to use in future, its very small size means it is unlikely to be suitable for sitting out and would not provide a significant level of amenity. For this reason no objections are recommended to be raised to the reduction in sunlight to this space.

Outlook and sense of Enclosure

3.53 The bulk and massing of the mews houses (units 1-4) has been designed to adhere to the 45-degree standard set out in SPD Housing Policy 8(i), which states that, on sites which adjoin residential properties that have rear gardens of less than 9 metres, proposed development should not infringe a line produced at an angle of 45 degrees from the rear boundary at ground level. On the Iffley Road side, the properties have

gardens that are on average 9.5m in length and therefore the standard is adopted from a point 2m above ground floor level. On the Southerton Road side, the houses have rear yards which are significantly less than 9m, and therefore the standard is adopted from a point at ground level. There are no windows in the rear elevation of the back addition at lower ground floor level of the Southerton Road properties, which is the part of the building line closest to the boundary. Given their compliance with the SPD standard and the position of adjacent windows, Officers are satisfied that the mews houses would not lead to a significantly increased sense of enclosure or loss of outlook for any adjoining properties.

3.54 Proposed unit 5 adjoins the following properties: rear garden of 44 Glenthorne Road to the South (Adria Hotel), the car park of 48 Glenthorne Road to the West (West London Mental Health); part of No. 2 Iffley Road and the fourth mews house to the North, and the rear garden of 42 Glenthorne Road to the East (Aviva House holiday studios). The ridge height of the new house would be the same as the existing workshop, albeit with a flat, rather than pitched roof. The additional impact of the development on No. 44 Glenthorne Road would therefore be negligible. No. 2 Iffley Road and the mews house are also owned by the applicant and therefore no objections would be raised about the impact on these properties.

3.55 The Southerton Road flatted block (units 6-8) also occupies the site of one of the existing workshops. The footprint of the proposed building is slightly smaller than the existing building, leaving a gap between the southern side of the new building and the rear elevation of the building at No. 38 Glenthorne Road. Given this separation distance and the fact this building is not in residential use, Officers are satisfied that the impact on terms of loss of outlook and increased sense of enclosure would be acceptable. To the north, the new building would be adjacent to the blank flank wall of No. 1 Southerton Road, and would not be visible from any of their front or rear windows.

Privacy

3.56 SPD Housing Policy 8 criteria (iii) states that new windows should normally be positioned so that the distance to any residential windows is not less than 18 metres as measured by an arc of 60 degrees taken from the centre of the proposed new window. If this standard cannot be met, then windows should be designed to ensure no loss of privacy will occur. Concern has been raised by the occupant of No. 6 Iffley Road about potential overlooking from the west-facing roof lights in the mews units. The larger one of these roof lights is to a stairwell. Considering its height above step level, position relative to the internal landing, and angle relative to the Iffley Road properties, Officers are satisfied that no loss of privacy would occur. The other west-facing roof light, which is to a bedroom, is set so the lowest part would be 1.5m above finished floor level and therefore it may be possible to look out of, especially when the window is open. As such a condition is recommended to ensure this roof light is obscurely glazed and fixed shut on units 1-4. This would not diminish the quality of the bedroom, which is also served by a south-facing full window.

3.57 The Southerton Road block of flats have been designed to protect the privacy of neighbours by orientation and positioning of the windows of habitable rooms to avoid overlooking from the new dwellings. The balcony space for units 5 and 7 is oriented to face west across the site, and looks across the amenity space of the commercial properties on Glenthorne Road. The privacy of these properties will be protected by 1.7m-high obscurely glazed screens to the balconies. No habitable rooms to residential

properties would be affected by overlooking from the new rear windows on the Southerton Road building.

Noise disturbance

3.58 The size of the proposed external amenity areas would not be sufficient to have an adverse impact on neighbouring amenity in terms of noise disturbance. In total, there would be approximately 182sq.m. of dedicated external amenity space associated with the residential development. The largest garden would be 36sqm and would be situated between the Southerton Road building and No. 38 Glenthorne Road, which is not a residential property. The amenity spaces for the mews houses would be between 15 and 30sqm, which is considerably smaller than the existing gardens for the Iffley Road properties which they adjoin. Considering this context, no objections are recommended to be raised in terms of noise disturbance from the external amenity areas.

3.59 With regard to noise and disturbance from the development, whilst this is not grounds to withhold planning permission, if the application were to be approved, Officers would recommend a condition requiring a Demolition Management Plan to be submitted, to ensure that the amenities of local residents were protected as far as possible during the demolition phase, in accordance with DMLP policies DM H9 (Noise) and DM H11 (Control of potentially polluting uses).

TRANSPORT

3.60 London Plan (2016) Policy 6.13 (Parking) states that the strategic policy of the Mayor of London is 'to see an appropriate balance being struck between promoting new development and preventing excessive car parking provision that can undermine cycling, walking and public transport use'. DMLP Policy DM J2 (Vehicle parking standards) states that developments should conform to its car parking standards. This policy confirms that the Council have adopted the same car parking standards as set out in London Plan Policy 6.13.

3.61 No off-street parking would be provided by the development. On Southerton Road, in front of the existing workshop, there is an existing dropped kerb facilitating vehicular access to the site. Due to the nature of the proposed development on the site, such a wide crossover would no longer be required and a condition has been attached to ensure the existing dropped kerb is reinstated, and the on-street parking bay extended. This would provide at least 3 additional parking bays. To ensure the development does not result in an increase in on-street parking stress, and to promote sustainable and active modes of transport in accordance with Policy DM J2, it is recommended that the future occupants of the remaining six units (the two-bedroom units) are not eligible to apply for a street parking permit. This would be secured by condition and is considered sufficient to prevent the development having an additional impact on parking demand in the area. The application is therefore considered to be acceptable in this regard.

3.62 DMLP Policy DM J5 (Increasing the opportunities for cycling and walking) requires 1 to 2 bed units to have 1 cycle space and 2+ bedroom units to have a minimum of 2 cycle spaces. The London Plan's minimum requirement (Policy 6.9 Cycling) is more stringent and requires units with more than one bedroom to have a minimum of 2 cycle parking spaces. Therefore, for this development, a minimum of 15 spaces must be provided and these are required to be safe, accessible and retained for the life of the development. The plans indicate one communal store towards the centre of the site,

with space for four cycles for units 7 and 8 which do not have external amenity space accessible from ground floor level. Cycles for the remaining units could be stored within the private garden areas for the units, which would be a more secure solution compared to a communal store. A condition is recommended requiring further details regarding the type and dimensions of all spaces to be submitted, to ensure they meet West London Cycle Parking Guidelines (WestTrans, 2017).

3.63 Core Strategy Borough-Wide Strategic Policy CC3 (Waste Management), DMLP Policy DM H5 (Sustainable waste management) and SPD Sustainability Policy 3 (Residential waste storage) are concerned with the provision of suitable and sustainable waste storage. SPD Sustainability Policy 3 states that the requirement for households with 1-3 people is 200 litres capacity for refuse and an additional 160 litres capacity for recycling. For households with 4-6 people, the requirement is 300 litres capacity for refuse and 240 litres for recycling. Therefore the total capacity required for this development is a total of 1,840 litres of recycling and 2,300 litres of refuse storage capacity.

3.64 Units 7 and 8 are four person dwellings and require space for 3-5 dustbins to hold 300 litres of refuse and 240 litres of recyclable waste. Both of these units have external amenity space at ground level where the appropriate bins can be kept, accessible for collection from Southerton Road. Units 1-5 and 6 and 7 are all 2 or 3 person dwellings, and require 2-3 dustbins to hold 200 litres of refuse and 160 litres of recyclable waste. A refuse store will therefore be provided to house the required number of bins and recycling crates. Details of the store are shown on drawing no. APS 010. The applicants have confirmed that due to its size, the development does not qualify for the Council's bin collection service and will be collected by the 'one pass' bag collection service. The units would not be required to present waste at the kerbside. Collection can be directly from the mews bin store, which is a point less than 25m from the road. The gates would have a key code which allows waste crews access to the development.

3.65 To mitigate the impact of the development on local roads during demolition and construction, a condition requiring a Demolition and Construction Logistic Plan would also be recommended in accordance with DMLP Policy J1 (Transport Assessments and Travel Plans) and SPD Transport Policy 28 (Reducing the impact of new development on the highway).

ENVIRONMENTAL MATTERS

Tree Protection

3.66 There is a very large, mature street tree (London Plane) on Southerton Road close to the boundary of the site. There is potential for this tree to be damaged by excavation for the new structure and basement near the tree. The applicant has submitted an Arboricultural Impact Assessment and Tree Protection Plan, which explains...The Council's Arboricultural Officer is satisfied that the presence of roots below the existing hard surfaces of the site is not likely to be a significant constraint in this case. A condition is recommended to require a trench be dug along the line of the basement excavation, within the tree's Root Protection Area, so that if any roots are uncovered they are able to be cleanly severed with a sharp saw, or secateurs, to prevent them being ripped, thus damaging the tree, during excavation. A further condition is also recommended requiring the submission of a detailed Arboricultural Method Statement to be submitted addressing the following matters:

- a. Details of the type and position of temporary protective barriers (around the street tree trunk);
- b. Details and type of any no-dig construction;
- c. Details and position of any underground services;
- d. Details of any changes in ground levels in proximity to root protection areas;
- e. Details of site huts, parking, storage of materials and construction activities such as cement silos and mixing areas;
- f. Details of site supervision and any involvement necessary by an approved arboriculturist.

3.67 Subject to this condition, the Council's Arboricultural Officer is satisfied that the impact on the protected street tree could be satisfactorily managed so that the health of the tree is not adversely impacted, or lost, with resulting impact on the visual amenity of the conservation area, in accordance with DMLP Policy DM E4 (Greening the borough).

Flood Risk and Drainage

3.68 This site is located in the Environment Agency's Flood Risk Zone 3. A Flood Risk Assessment (FRA) has been provided, as has a Construction Method Statement with regards to the basement. These reports confirm the inclusion of structural waterproofing measures and non-return valves, as well as additional flood resilience measures. These measures are considered to be adequate and the FRA and CMS are recommended to be subject to a condition.

3.69 In respect of sustainable drainage, consideration has been given in the FRA to potential surface water management proposals, in line with the requirement of Local Plan Policy DM H3 (Reducing water use and the risk of flooding) to integrate sustainable drainage systems (SuDS) into new developments. An indicative strategy is put forward, which includes green roofs and permeable paving. Full details of the planned SuDS measures and maintenance program are recommended to be secured by condition, to ensure the strategy maximises the use of SuDS on the site and achieves greenfield rates for the final discharge of run-off where possible. An informative has also been attached advising that water-efficient appliances are used throughout the development.

3.70 Subject to the recommended conditions and informative, the proposed development is not considered to pose a flood risk and sustainable drainage matters will be adequately addressed. The proposed development complies with Core Strategy (2011) Strategic Policy CC2 (Water and Flooding) and DMLP Policy DM H3.

Contaminated Land

3.71 Potentially contaminative land uses (past or present) are understood to occur at, or near to, this site. In the event of the application being acceptable conditions would be recommended to ensure that the development would not pose a health and safety risk and to ensure compliance with Core Strategy Strategic Policy CC4 (Protecting and enhancing environmental quality) and DMLP policies DM H7 (Contaminated land) and DM H11 (Control of potentially polluting uses).

Air Quality

3.72 The development site is within the borough-wide Air Quality Management Area (AQMA). The site is in an area of very poor air quality due to the road traffic vehicle emissions from Glenthorne Road (A315).

3.73 The development proposal will introduce new residential receptors in to an area of poor air quality. As such, further mitigation measures will be required to make the development acceptable in accordance with Core Strategy Policy CC4 (Protecting and enhancing environmental quality) and DM LP Policy DM H8 (Air Quality). Mitigation will be required in the form of additional ventilation for the proposed habitable rooms, i.e. bedrooms and living rooms. A condition has been attached requiring details of a mechanical ventilation strategy to be submitted. The fresh air intakes for the system should be located at roof level, and care will also need to be taken to locate the intakes away from any local sources of pollution such as boiler flues and kitchen vents.

3.74 After road transport, buildings are the second largest source of air pollution in London, emitting 44% of the total Nitrogen Dioxides, or about 2950 tonnes per year. Buildings are also the second largest anthropogenic source of Particulates after road transport, contributing 18% of London emissions through gas heating, large boilers and Industrial plant. Building emissions arise primarily from combustion to provide space and water heating and some industrial processes. Domestic sources, primarily water heating gas boiler exhausts, are distributed over wide areas, diluting their pollution. While commercial heating plant emissions can be intense, these are required to have tall chimneys and special abatement equipment, to minimise concentrations downwind and the chances of a plume reaching the ground. Thus, buildings do not tend to create pollution exceedance hotspots, but contribute substantially to the urban background pollution concentrations.

3.75 To address this issue, all planning development should comply with London Plan Policy 7.14 (a-e). A minimum benchmark requirement is the provision and installation of Ultra Low NO_x boilers with maximum NO_x Emissions of under 0.040 g/kWh in addition to enhanced fabric insulation in exceedance of Building Regulations Part L 2010. A condition is recommended requiring the developer to install this type of boiler.

COMMUNITY INFRASTRUCTURE LEVY

3.76 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 XX 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 (Community Infrastructure Levy).

3.77 The borough's own community infrastructure levy came into effect on 1st September 2015. The site is located in the 'Central B' charging zone. The rate for this zone for the creation of residential floorspace is £200/sq.m. The proposed development is estimated to be liable for a payment of £126,400 under the borough's CIL. This payment would go towards infrastructure projects and needs including health, education, community safety, leisure and parks, waste and street enforcement,

community investment, economic development, libraries, environmental health, drainage and flooding, basic transport infrastructure and public realm improvement.

4.0 CONCLUSIONS and RECOMMENDATION

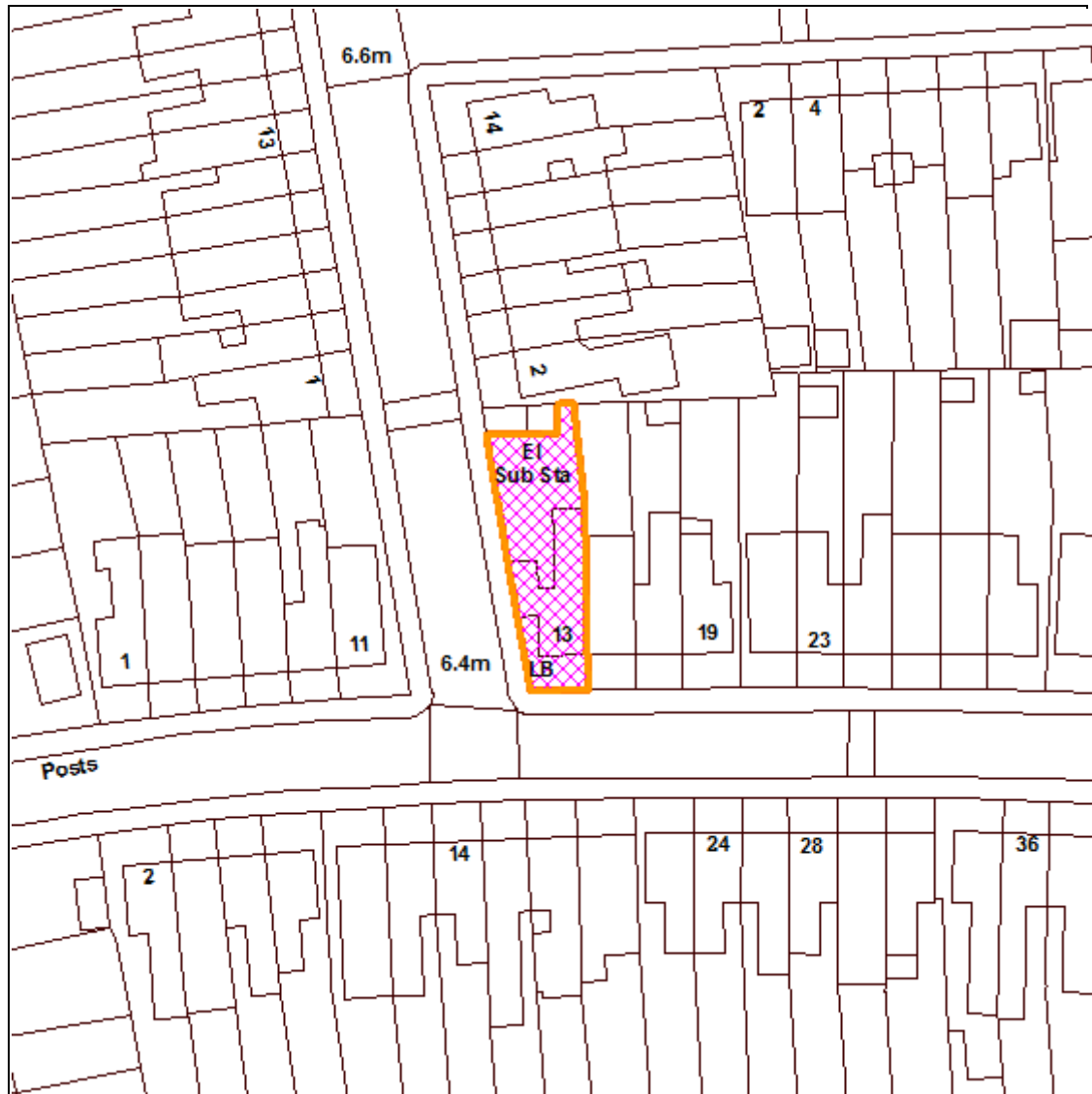
4.1 Officers consider that the proposed development would be appropriate in terms of land use, design and scale, and that it would not cause demonstrable harm to the amenities of neighbouring residents. The principle of the mix of uses in this residential area is considered to be in accordance with land use policies and the development would make efficient use of this previously developed site, by optimising the residential element and providing replacement commercial units at ground and first floor level, within a well-designed scheme that is in keeping with the character and appearance of the street scene and the surrounding area. The development would not have a detrimental impact on the highway network or local parking conditions. Other matters including flood risk and contaminated land matters are also considered to be acceptable.

4.2 It is recommended that planning permission be granted, subject to conditions.

Ward: Wormholt And White City

Site Address:

13 Aldbourne Road London W12 0LW



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

For identification purposes only - do not scale.

Reg. No:

2017/04222/FUL

Case Officer:

James Cook

Date Valid:

07.11.2017

Conservation Area:

Committee Date:

09.01.2018

Applicant:

Mr A Fakhir
C/O Agent

Description:

Erection of a rear roof extension; erection of a rear extension at second floor level, over part of the existing back addition; erection of a single storey side extension following demolition of existing garage; demolition of existing lean-to extension to the rear back addition; excavation of the front and rear garden to form lightwells in connection with the creation of a new basement under the original house; erection of an external staircase from basement to ground floor level at the rear of the property; demolition and re-building of the front and side boundary walls including the installation of new gates to the side boundary wall; associated landscaping.

Drg Nos: Basement Impact Assessment (Site Analytical Services Ltd), 6_300, 301, 302, 303, 304, 305, 306, Design and Access Statement (Nash Baker), Construction Management Statement (engineersHRW), Construction Logistics Plan (Rev E) (Nash Baker), CLP Drawings 6_050, 051, 052, 053, 054, Arboricultural Impact Assessment (Landmark Trees 14/12/16)

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 development shall be carried out and completed only in accordance with the approved drawings.

To ensure a satisfactory external appearance to prevent harm to the character and appearance of the property and the surrounding area in which it is situated and to prevent harm to the amenities of adjoining occupiers in accordance with Policies BE1, CC2, CC4 and T1 of the Core Strategy (2011) and Policies DM A8, DM A9, DM G3, DM H9, DM H11, DM J1 and DM J6 of the Development Management Local Plan (2013) and SPD Housing Policies SH6, SH7, SH8 and SH9, and SPD Sustainability Policies 1 and 2, and SPD Design Policies 12, 13, 14, 17 and 18 of the Planning Guidance Supplementary Planning Document (2013).

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

To ensure a satisfactory external appearance and to prevent harm to the visual amenities of the terrace in accordance with Policy BE1 of the Core Strategy (2011)

and Policies DM A9 and DM G3 of the Development Management Local Plan (2013).

- 4) No plumbing, extract flues or pipes, other than rainwater pipes, may be fixed on the front or western elevations of the building.

To ensure a satisfactory external appearance and to prevent harm to the character and appearance of the property, the surrounding area and the street scene, in accordance with Policy BE1 of the Core Strategy (2011) and Policy DM G3 of the Development Management Local Plan (2013).

- 5) No water tanks, water tank enclosures or other structures shall be erected upon the roofs of the extensions hereby permitted.

It is considered that such structures would detract from the appearance of the building, in accordance with Policy BE1 of the Core Strategy (2011) and Policy DM G3 of the Development Management Local Plan (2013).

- 6) The windows to the roof extensions hereby approved and the new windows to the existing building shall be made of timber framed in a sliding sash design. The windows shall be retained permanently as such thereafter.

To ensure a satisfactory external appearance and to prevent harm to the amenities of adjoining occupiers in accordance with Policy BE1 of the Core Strategy (2011) and Policies DM A9, DM G3 and DM G5 of the Development Management Local Plan (2013).

- 7) The flat roofs hereby approved shall not be used as roof terraces or other form of open amenity space. No alterations shall be carried out; nor planters or other chattels placed on the roofs of the extensions hereby approved in connection with their use as roof terraces or other form of open amenity space. No railings or other means of enclosure shall be erected on the roofs, and no alterations shall be carried out to the application property to form an access onto these roofs.

Such a use would be detrimental to the amenities of neighbouring properties by reason of overlooking, loss of privacy and noise and disturbance, in accordance with Policies DM A9 and DM G3 of the Development Management Local Plan (2013), SPD Housing Policy 3 and SPD Housing Policy 8 Parts (ii) and (iii) of the Planning Guidance Supplementary Planning (2013).

- 8) The ground floor side extension hereby approved and the party walls to the roof extensions hereby approved shall be constructed in yellow London stock brick to match the original brickwork to the flank and rear of the building.

To ensure a satisfactory external appearance and to prevent harm to the terrace in accordance with Policy BE1 of the Core Strategy (2011) and Policies DM A9 and DM G3 of the Development Management Local Plan (2013).

- 9) The rear face of the rear roof extension hereby approved, and the flank and rear elevations of the extension to the roof of the back addition, hereby approved, shall be clad in grey / black slates or artificial slates.

To ensure a satisfactory external appearance and to prevent harm to the visual amenities of the terrace in accordance with Policy BE1 of the Core Strategy (2011) and Policies DM A9 and DM G3 of the Development Management Local Plan (2013).

- 10) The party walls of the roof extensions hereby approved shall not project more than 250 millimetres above or beyond the external faces of the main roof structures.

In order to ensure a satisfactory external appearance, in accordance with Policy BE1 of the Core Strategy (2011) and Policy DM G3 of the Development Management Local Plan (2013).

- 11) The dormers to the rear roof extension and the extension to the roof of the back addition hereby approved shall be finished in lead and thereafter permanently retained in this form.

To ensure a satisfactory external appearance, in accordance with Policy DM G3 of the Development Management Local Plan (2013) and Policy BE1 of the Core Strategy (2011).

- 12) The development shall be carried in complete accordance within the Arboricultural Impact Assessment.

In order to prevent the unnecessary loss or damage of the street trees, in accordance with Policy DM E4 of the Development Management Local Plan, 2013.

- 13) The works shall be carried out in complete accordance with the Construction Logistics Plan.

To ensure highway and pedestrian safety and to ensure that the amenity of occupiers of surrounding premises is not adversely affected by noise, vibration, dust, lighting or other emissions from the building site, in accordance with Core Strategy Policies CC4 and T1 and DMLP Policies DM H9, H10, H11 DM J1 and DM J6.

- 14) The dimensions of the front and rear lightwells shall not exceed the dimensions, as indicated on the approved drawings and the lightwells shall be carried out and completed in accordance with the approved details. The lightwells shall be retained as such permanently thereafter.

To ensure a satisfactory external appearance and to prevent harm to the street scene, in accordance with Policy BE1 of the Core Strategy, 2011, Policies DM A8 and DM G3 of the Development Management Local Plan 2013, and the Council's SPD Design Policies 14, 17 and 18 of the of the Planning Guidance Supplementary Planning Document, 2013.

- 15) No part of the basement hereby approved shall be occupied or used until the proposed metal grille to the front lightwell is installed flush with the surrounding ground area and thereafter the grille shall be permanently retained in place. At no time shall railings be constructed around the lightwell.

To ensure a satisfactory external appearance and to prevent harm to the street scene, in accordance with Policy BE1 of the Core Strategy, 2011, Policies DM A8 and DM G3 of the Development Management Local Plan, 2013, and SPD Design Policies 14, 17 and 18 of the Planning Guidance Supplementary Planning Document, 2013.

- 16) The basement accommodation hereby approved shall only be used in connection with the use of the main house. The basement accommodation shall not be occupied as a self-contained flat that is separate from the main house.

The use of the basement accommodation as a self-contained flat, separate from the use of the remainder of the application property as a single residential unit, would raise materially different planning considerations that the Council would wish to consider at that time, in accordance with Policies DM A9, DM A2 and DM A3 of the Development Management Local Plan (2013).

- 17) The gate to the Sedgeford Road boundary hereby approved, shall be made of Red Western Cedar. The gate shall be retained as such permanently thereafter.

To ensure a satisfactory external appearance and to prevent harm to the streetscene in accordance with Policy BE1 of the Core Strategy (2011) and Policies DM A9 and DM G3 of the Development Management Local Plan (2013).

- 18) The garden walls hereby approved shall be constructed in London stock to match the original brickwork to the flank and rear of the building. The railings to the low level boundary walls shall painted black. The walls and railings shall be permanently retained as such thereafter.

To ensure a satisfactory external appearance and to prevent harm to the terrace and the street scene in accordance with Policy BE1 of the Core Strategy (2011) and Policies DM A9 and DM G3 of the Development Management Local Plan (2013).

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

- 20) No development shall commence until a site investigation scheme is submitted to and approved in writing by the Council. This scheme shall be based upon and target the risks identified in the approved preliminary risk assessment and shall provide provisions for, where relevant, the sampling of soil, soil vapour, ground gas, surface and groundwater . All works must be carried out in compliance with and by a competent person who conforms to 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.

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

- 22) Unless the Council agree in writing that a set extent of development must commence to enable compliance with this condition, no development shall commence until, a remediation method statement is submitted to and approved in writing by the Council. This statement shall detail any required remediation works and shall be designed to mitigate any remaining risks identified in the approved quantitative risk assessment. All works must be carried out in compliance with and by a competent person who conforms to 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.

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

- 24) Unless the Council agree in writing that a set extent of development must commence to enable compliance with this condition, no development shall commence until an onward long-term monitoring methodology report is submitted to and approved in writing by the Council where further monitoring is required past the completion of development works to verify the success of the remediation undertaken. A verification report of these monitoring works shall then be submitted to and approved in writing by the Council when it may be demonstrated that no residual adverse risks exist. All works must be carried out in compliance with and by a competent person who conforms to 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.

- 25) The development shall be carried out in accordance with the details contained within the Construction Method Statement, the Basement Impact Assessment and the Design and Access Statement. All flood prevention and mitigation measures including the non-return valve and the sustainable urban drainage measures shall be installed in accordance with the approved details prior to the occupation of the basement accommodation and thereafter be permanently retained.

To protect the development from flooding in accordance with Policies DM A8, DM A9 and DM H3 of the Development Management Local Plan (2013), Policy CC2 of the Core Strategy (2013), Housing Policy SH9 and Sustainability Policies 1 and 2 of the Planning Guidance Supplementary Planning Document (2013) and London Plan (as amended in 2016) Policy 5.12 and Part 10 of the NPPF.

Justification for Approving the Application:

- 1) It is considered that the proposal would not have a significant effect on the residential amenity of adjoining occupiers and would be of an acceptable design and materials. As such there would be no harm caused to the character and appearance of the building or the surrounding area. The development would not have an unacceptable impact on street parking in surrounding streets. The site would provide an acceptable standard of accommodation and flood risk mitigation measures have been put in place. In addition there would be no harmful impacts on the amenities of neighbouring occupiers. In these respects the proposal complies with Policies CC2, CC3, CC4, and T1 of the Core Strategy (2011), Policies DM A8, DM A9, DM G3, DM G5, DM H3, DM H7, DM H9, DM H11, DM J1 and DM J6 of the Development Management Local Plan (2013) and SPD Housing Policies 6, 7, 8 and 9, and SPD Sustainability Policies 1 and 2, and Design Policies 12, 13, 14, 17 and 18 of the Planning Guidance Supplementary Planning Document (2013).

LOCAL GOVERNMENT ACT 2000 LIST OF BACKGROUND PAPERS

All Background Papers held by Helen Murray (Ext: 3439):

Application form received: 30th October 2017
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

Consultation Comments:

Comments from:
Thames Water - Development Control

Dated:
07.11.17

Neighbour Comments:

Letters from:

Dated:

8 Sedgeford Road Shepherd's Bush W12 0ND	09.11.17
2 Sedgeford Road Shepherds Bush London W120ND	29.11.17
2 Sedgeford Road London W12 0ND	29.11.17
5 Sedgeford Road London W12 0NA	14.11.17
15 Aldbourne Road London W12 0LW	29.11.17

1.0 SITE CONTEXT

1.1 The application site relates to 13 Aldbourne Road which is a two-storey end of terrace Edwardian single family dwelling. The property is situated on the north side of Aldbourne Road at the junction with Sedgeford Road. To the rear of the site lies a small electricity substation and beyond that 2 Sedgeford Road. The site is not located within a conservation area. The site is within Flood Zone Risk Zone 1.

1.2 The property has a single storey extension to the back addition and there is a shed type extension to the side of the property. The main house and the extensions are in poor condition.

Planning history:

1.3 2016/01325/FUL: Erection of a part one, part two storey plus-basement building for use as a three-bedroom single family dwelling house in the rear garden. Application withdrawn 13 June 2016.

2016/02733/FUL: Erection of a part one, part two storey plus-basement building for use as a three-bedroom single family dwelling house in the rear garden. Refused on appeal 17 January 2017. The main reasons for the dismissal were:

1. The design, height and scale of the building was not compatible with its setting or context.
2. Overdevelopment of the site, providing a building of an excessive height and size for the small plot.
3. Harmful impacts upon the amenities of neighbours including visual, loss of outlook, increased sense of enclosure and loss of daylight and sunlight.
4. Lack of outside space of the 3-bedroom dwelling.
5. Potential for noise and disturbance to neighbouring occupiers.

2016/03635/FUL; Erection of a rear roof extension, including French doors and a Juliet balcony; erection of a rear extension at second floor level, over part of the existing back addition; removal of part of the remaining pitched roof of the existing back addition at second floor level and formation of a recessed roof terrace; erection of a single storey side extension, following demolition of existing garage; demolition of existing lean-to extension to the rear of the back addition; and excavation of the front garden and part of the rear garden to form light wells, in connection with the creation of a new basement. Planning permission was refused on 05.10.2016. The grounds for refusal can be summarised as follows:

1. Flood risk.
2. Inappropriate design of the front lightwell.
3. Inappropriate design of the rear lightwell.
4. Excessive length of the back-addition roof extension and impact on neighbours.
5. Lack of an Arboricultural Impact Assessment.
6. Lack of construction logistics plan.

Following the above refusal of planning permission, in October 2016 the applicants sought pre-application advice from the Council.

2016/05564/FUL; Erection of a rear roof extension; erection of a rear extension at second floor level over part of the existing back addition; erection of a single storey extension to the side of the main building following the demolition of the existing garage and lean-to extension; excavation of the front and rear garden to form lightwells in connection with the creation of a new basement under than original house; erection of an external staircase from basement to ground floor level at the rear of the property; demolition and re-building of the front and side boundary walls including the installation of new gates to the side boundary wall; associated landscaping. Planning permission was refused on 04.07.2017. The grounds for refusal can be summarised as follows:

1. Flood risk, the assessment of flood risks on the site as outlined in the Construction Method Statement were considered to be inadequate as they were not based on local surveys or local investigations.

2. Outlook, the extension to the roof of the back addition was considered to be excessive in length.

1.4 The current application seeks permission for: Erection of a rear roof extension; erection of a rear extension at second floor level, over part of the existing back addition, erection of a single storey side extension following demolition of existing garage; demolition of existing lean-to extension to the rear back addition, excavation of the front and rear garden to form lightwells in connection with the creation of a new basement under the original house; erection of an external staircase from basement to ground floor level at the rear of the property; demolition and re-building of the front and side boundary walls including the installation of new gates to the side boundary wall; and associated landscaping.

1.5 This is a resubmission of the previously refused applications, which has been revised to resolve the previous reasons for refusal. The key revisions can be summarised as follows:

- Revised Construction Management Statement (CMS), a Basement Impact Assessment (BIA) and a revised Design and Access Statement.
- Revised basement design including a reduction in the size of the basement and front and rear lightwells.
- Revised foundation design of the ground floor side extension to protect the street trees on Sedgeford Road.
- Reduction in the length of the extension to the roof of the back addition.
- An arboricultural report.
- A reduction in length of the proposed extension to the back-addition roof.
- A construction logistics and management plan.

2.0 PUBLICITY AND CONSULTATION

2.1 The application was publicised by means of individual notification letters sent to the occupiers of neighbouring properties.

2.2 In response to the original notification, a total of seven responses were received from; 15 Aldbourne Road, 18 Aldbourne Road, 1 Sedgeford Road, 2 Sedgeford Road (x2), 5 Sedgeford Road, 8 Sedgeford Road). These representations are summarised as follows:

- The basement may cause structural damage to neighbouring properties. (The applicants have submitted a Construction Method Statement and Basement Impact Assessment which have been completed by a structural engineer which considers the scope of the works relating to the proposed new basement and its likely impact on the structural integrity of adjoining properties). Furthermore, structural matters are covered under Building Regulations together with provisions contained in the Party Wall Act and the latter is a private matter between the respective parties).
- The houses have shallow lime and mortar foundations, (the applicant's structural engineer has taken this into consideration in the design /construction approach as described in the CMS, see above comments).
- Flood risk to neighbouring properties and the electricity substation located at the rear of the site including from an underground stream. The Construction Management Statement and Basement Impact Assessment submitted in support of this application show that the applicants have checked with established industry sources to identify the location of the East Stamford Brook underground stream which is shown to follow Old Oak Road, however this is in excess of 60m away and extremely unlikely to have any effect on the development. The applicant has also checked with U.K. Power Network who have confirmed there are no records showing the sub-station has ever flooded).
- There is no precedent for basements in Sedgeford Road and Aldbourne Road. (46 Aldbourne Road, permission granted ref; 2015/00578/FUL, for erection of a part one, part two storey plus basement single family dwelling house in the rear garden; associated landscaping, which has been implemented).
- Noise, dust, and vibrations during construction works (These are not grounds to withhold planning permission). Furthermore, the Council can exercise separate public protection and safety controls in respect of the side effects of development (such as noise, dust, smoke and the accumulation of rubble and waste) under separate Pollution Control and Environmental Protection legislation).

-Traffic, highways, and pedestrian safety issues. (The applicant has submitted a construction logistics and management plan that has been reviewed by Highways Officers). These issues are considered within the report.

- Impact on bio-diversity including street trees. (The applicant has submitted an Arboricultural Impact Assessment which has been reviewed by Arboricultural Officers). This is further considered within the report.

- The excessive scale of the extensions would have a harmful impact on the character and appearance of the property and the surrounding area. (This is considered in the report).

- The extensions would be harmful to neighbour amenity including loss of outlook, daylight, and sunlight. (This is considered within the report).

- The height of ground floor side extension is overbearing (This is considered within the report).

3.0 PLANNING CONSIDERATIONS

3.1 The relevant planning considerations in this case, to be assessed against the policies in the NPPF, the London Plan (as amended March 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 (SPD, 2013), are:

- design and visual amenity;
- impact on existing amenities enjoyed by neighbouring occupiers in terms of loss of outlook, light and privacy;
- the impact on the highway network and,
- flood risk matters.

DESIGN

3.2 Paragraph 56 of the NPPF states that good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people. When assessing planning applications in regards to their design, London Plan Policies 7.1, 7.3, 7.4 and 7.6 require development to be of the highest architectural quality and be adaptable to the changing needs of users and the neighbourhoods in which the developments are located.

3.3 At a local level the Council's Core Strategy requires a high standard of design in all alterations, and that extensions to existing buildings respect the local context and protect and enhance the character, appearance and setting of the borough's conservation areas (Policy BE1). The Development Management Local Plan 2013 builds on this and DM G3 states that any new proposal should be subservient to the original building and be compatible with the scale and character of the existing development, their neighbours, and their setting. The Council's Planning Guidance Supplementary Planning Documents includes detailed design guidance in relation to formation of basements and front and rear lightwells including Design Policies 12, 13, 14, 17 and 18.

Erection of a single storey side extension;

3.4 At ground floor level a single storey side extension is proposed to replace the existing garage. The existing single storey rear extension would also be demolished. There is no objection to the demolition of these poor quality structures. The proposed single storey side extension would be recessed 320mm from the front, it would be 3.1m in height. The extension would be constructed in London stock brickwork with a full length window to the rear elevation. The remaining brickwork to the flank elevation and back addition would have the existing red paint removed to match the proposed extension. The height, scale, design and materials of the extension are considered to be compatible with the host building. Overall the proposal is consistent with other side extensions which have been approved for end of terrace properties within the area such as 44 Sedgeford Road (2012/01602/FUL).

Rear roof extension to the main building;

3.5 A rear roof extension is proposed to be added to the main roof, including an extension over part of the existing back addition. The design and scale of the extension is judged to be compatible with the host building; incorporating a 70-degree mansard design and clad in slate tiles. A dormer with French doors with balustrade across would be incorporated into the rear elevation of the extension to the main roof and a dormer with a sliding sash would be incorporated into the flank elevation of the extension to the roof of the back addition. The party walls would be constructed in London stock brick. The extension would be similar to others which have received permission in the street including 5 Aldbourne Road (2011/01034/FUL). This aspect of the proposal is considered to be compatible with character of the host building and in keeping with the pattern of development in the area.

Alterations to the fenestration

3.6 The proposal includes changes to the fenestration on the flank elevation of the back addition facing Sedgeford Road including the bricking up of the existing windows to the ground and first floor and installation of 2 windows at ground floor and 2 windows at first floor. The windows would be made of timber in sliding sash design. The windows would be compatible with the host building. The French doors to the back addition at ground level would be made of timber and would be compatible with the host building.

Installation of front roof lights;

3.7 The proposal includes the installation of two roof lights in the front roof slope. The roof lights would be flush fitting, they are modest in size and considered to be compatible with the building and the street scene.

Basement

3.8 The Council's general presumption is that basements should be confined to the footprint of the building. This is to prevent any adverse impact on drainage arising from such developments and the cumulative impact on ground water flows. Furthermore, any excavation under front and rear gardens is likely to involve the removal of soft landscaping and tree planting. Excavation could also result in the loss of potential for tree planting and soft landscaping where none currently exists (DM A8 and SPD H9). Policy DM A8 states new basement accommodation in existing dwellings will be

permitted where it does not extend beyond the footprint of the dwelling and any approved extension (whether built or not). SPD Design Policies 12, 13, 14, 17 and 18 relate to the design of lightwells. The criteria for lightwells specifies that they should be appropriate in their design and location, and must not be out of character with the original dwelling or street scene, or be excessive in size.

3.9 The proposed basement would be contained to the original foot print of the building plus the necessary lightwells. The front lightwell would comply with the Council's prescribed front lightwell design, being no wider than the front ground floor bay window, be no greater in depth than 800mm and be covered with a metal grille. The design of the front lightwell is considered to be in accordance with the Council's Planning Guidelines for Lightwells. Furthermore, a condition will ensure new fenestration within the front lightwell would of materials to match the existing ground floor window above. In these circumstances, the proposed lightwell would be of a design and scale sympathetic to the character and appearance of the property, its neighbours and setting.

3.10 The proposed rear lightwell would incorporate a staircase to ground level and would be modest in size. The rear garden would include permeable landscaping, as such, the excavated area would not result in a significant loss of biodiversity to the rear garden, and would not be visible from public vantage points within the street. In these respects, it is not considered that the proposed basement extension would have a harmful effect on the character and appearance of the application property or to the terrace of which it forms a part of or the surrounding area.

Boundary Treatments

3.11 A new garden wall facing Sedgeford Road would be constructed in London Stock brickwork. A Red Cedar gate would be included. A new low-level wall and railings would be erected to the front. The height, design and materials of the boundary treatments are considered to be visually compatible with the building

IMPACT ON NEIGHBOURS

3.12 The borough has a high density of development and it is necessary to ensure that the amenities of existing residential occupiers are not unduly affected. DM Local Plan Policy DM A9 which states that extensions will be considered acceptable where it can be demonstrated that there is no detrimental impact on privacy enjoyed by neighbours in adjoining properties. SPD Housing Policy 8 contain safeguards against sense of enclosure, loss of outlook, loss of privacy, loss of daylight and disturbances against neighbouring occupiers.

3.13 SPD Housing Policy 7 (i) stipulates that extensions should not result infringe an angle of 45 degrees to the rear boundary at a height of 2m. Criteria (ii) states that any extension of the roof of the back addition should enable and unobstructed angle of 45 degrees to be achieved to any window to a room other than a bathroom or toilet on the ground floor of the opposing back addition if that is sole window to that room. Criteria (iii) states the outlook from any rear window of habitable room on the main part of the house should be significantly worsened as a result of proposed extension built at a level higher than the level on the floor containing the affected window. The angle of unobstructed visibility should not be reduced by more than 15%. Where no rear addition currently exists at the level of the extension then on site judgement would be determining factor.

3.14 SPD Housing Policy 8 (i) stipulates that where the neighbouring garden is less than 9m in depth the extensions should not result in infringing an angle of 45 degrees to the rear boundary at ground floor level. Criteria (ii) outlines that no new windows should be within 18 metres of residential windows. In particular, Criteria (iii) stipulates that generally a roof terrace/balcony is unacceptable if it would result in an additional opportunity for overlooking or result in a significantly greater degree of overlooking and consequent loss of privacy than from the access point onto the proposed roof terrace/balcony.

3.15 The ground floor extension and the proposed roof extensions would comply with SPD Housing Policy 7 Criteria (i) and SPD Housing Policy 8 Criteria (i). Indeed, the nearest property to the rear 2 Sedgeford Road is over 18m away from this part of the development and as such there would be no demonstrable harm in this regard.

3.16 With regards to SPD Housing Policy 7 Criteria (ii) there would be no ground floor windows affected. With regard to the concerns raised by 15 Aldbourne Road regarding loss of outlook and daylight to the rear windows in the rear roof extension. The length of the proposed extension to the roof of the back addition has been reduced to half the length of the back addition, this is the same as many other extensions of this type within the borough and the surrounding area, including at 5 Aldbourne Road (ref; 2011/01034/FUL). As such it is not considered the proposal would cause demonstrable harm in terms of outlook or loss of daylight is therefore considered to be acceptable in this regard.

3.17 With regard to overlooking and loss of privacy (SPD Housing Policy 8 Criteria (ii) and (iii)), no of the new windows would be within 18m of neighbouring habitable windows and no terrace is proposed.

3.18 Overall it is considered that the impact of the proposal on the amenity of neighbouring properties is acceptable in accordance with Policies DM A9 of the Development Management Local Plan and SPD Housing Policies 7 and 8 of the Planning Guidance Supplementary Planning Document.

FLOOD RISK

3.19 The NPPF states that 'Inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk, but where development is necessary, making it safe without increasing flood risk elsewhere'.

3.20 London Plan Policies 5.11, 5.12, 5.13, 5.14 and 5.15 require development to comply with the flood risk assessment and management requirements of national policy, including the incorporation of sustainable urban drainage systems, and specifies a drainage hierarchy for new development.

3.21 Policy CC1 of the Core Strategy requires that new development is designed to take account of increasing risks of flooding. Policy CC2 states that 'New development will be expected to minimise current and future flood risk and that sustainable urban drainage will be expected to be incorporated into new development to reduce the risk of flooding from surface water and foul water'. This is supported by Policy DM H3 of the Development Management Local Plan 2013. Local Plan Policy DM H3 requires

developments to reduce surface water run-off and to promote the use of water efficient fittings and appliances.

3.22 The site is located within the Environment Agency's Flood Zone 1, so the flood risk from the River Thames is low. As the proposal includes a new basement and ground floor extension the development could potentially be at risk or increased risk of flooding from other sources such as sewers, ground water and surface water.

3.23 Flood risk issues have been covered in the Construction Method Statement (CMS), Basement Impact Assessment (BIA) and Design and Access Statement (D&A). The CMS and BIA have been completed by qualified civil engineers. Groundwater monitoring has been undertaken on the site which has found groundwater at a depth of 3.39m below ground compared to the proposed depth of the basement which is 3.4m. The submitted information confirms the inclusion of structural flood-proofing measures in accordance with British Standard BS 8102:2009 Code of practice for protection of below ground structures against water from the ground. During the construction process groundwater will be monitored and pumps will be available if required to manage this if water is encountered.

3.24 In relation to the possibility of an underground watercourse impacting on the site, the CMS and BIA confirm that this is in excess of 60m from the site (approximately 110m away) and is understood to have been diverted, covered and converted into a sewer. As such it is judged to be extremely unlikely to have an effect on the proposals. The DAS outlines additional proposed mitigation measures which include soft landscaping and permeable surfacing to help attenuate surface water run-off and also the installation of a non-return valve in the basement to help protect against sewer surcharge flooding. The documents have been reviewed by the Council's Lead Environment Policy Officer and the mitigation measures outlined in the submitted reports are considered to be appropriate for the site and address the concerns previously raised. In this regard, the proposal is considered to be acceptable. Condition 25 has been included to ensure that all of the mitigation measures are carried out in accordance with the supporting reports. The development accords with Policies DM G3, DM H3, DM A8 of the DMLP (2013), Policies CC2, CC3 and CC4 of the emerging Local Plan (2016), CC2 Policy BE1 of the Core Strategy and SPD Design Policy 9.

3.25 The application has been checked and commented on by Thames Water who raised no objections but did make recommendations in relation to including a non-return valve (covered by Condition 25) and the provision of further information on sewer layout proposals and measures to minimise discharge of groundwater to the sewers. These are covered by Informatives 3 and 4. The Environment Agency were not consulted, which is in line with their guidance to planning authorities for a minor development located in Flood Zone 1.

TREES/BIO DIVERSITY

3.26 The Arboricultural Impact Assessment has been reviewed by the Arboricultural Team and is considered to be acceptable. Condition 12 has been included to ensure the development is completed in accordance with the submitted details. The development would not encroach substantially into the garden of the property, the existing hard landscaping to the rear garden will be replaced with permeable surfaces. As such the proposal accords with Policy DM E4.

HIGHWAYS

3.27 A construction logistics and management plan has been provided. This has been reviewed by Highways Officers who have confirmed that the measures outlined are acceptable and these are secured by Condition 13. As such the highway and pedestrian safety will be protected in accordance with Policy T1 of the Core Strategy and Policies DM J1 and DM H11 of the DMLP.

NOISE POLLUTION AND DUST CONTROL MEASURES

3.28 The submitted construction logistics and management plan sets out measures for controlling noise pollution and dust during the construction works. The details have been reviewed the Council's Environmental Policy Team and are considered to be acceptable in order to protect the amenities of neighbouring residents. The measures outlined are secured by Condition 13. In this regard, the proposal complies with Core Strategy CC4 and DMLP Policies DM H9 and DM H11.

LAND CONTAMINATION

3.29 The Land Contamination Team have reviewed the proposal and recommend conditions and an informative which have been included. Complies with Policy DM H7.

4.0 RECOMMENDATION

4.1 Approve subject to conditions.