

London Borough Of Hammersmith & Fulham

Planning Applications Committee

Agenda for 6th March 2018

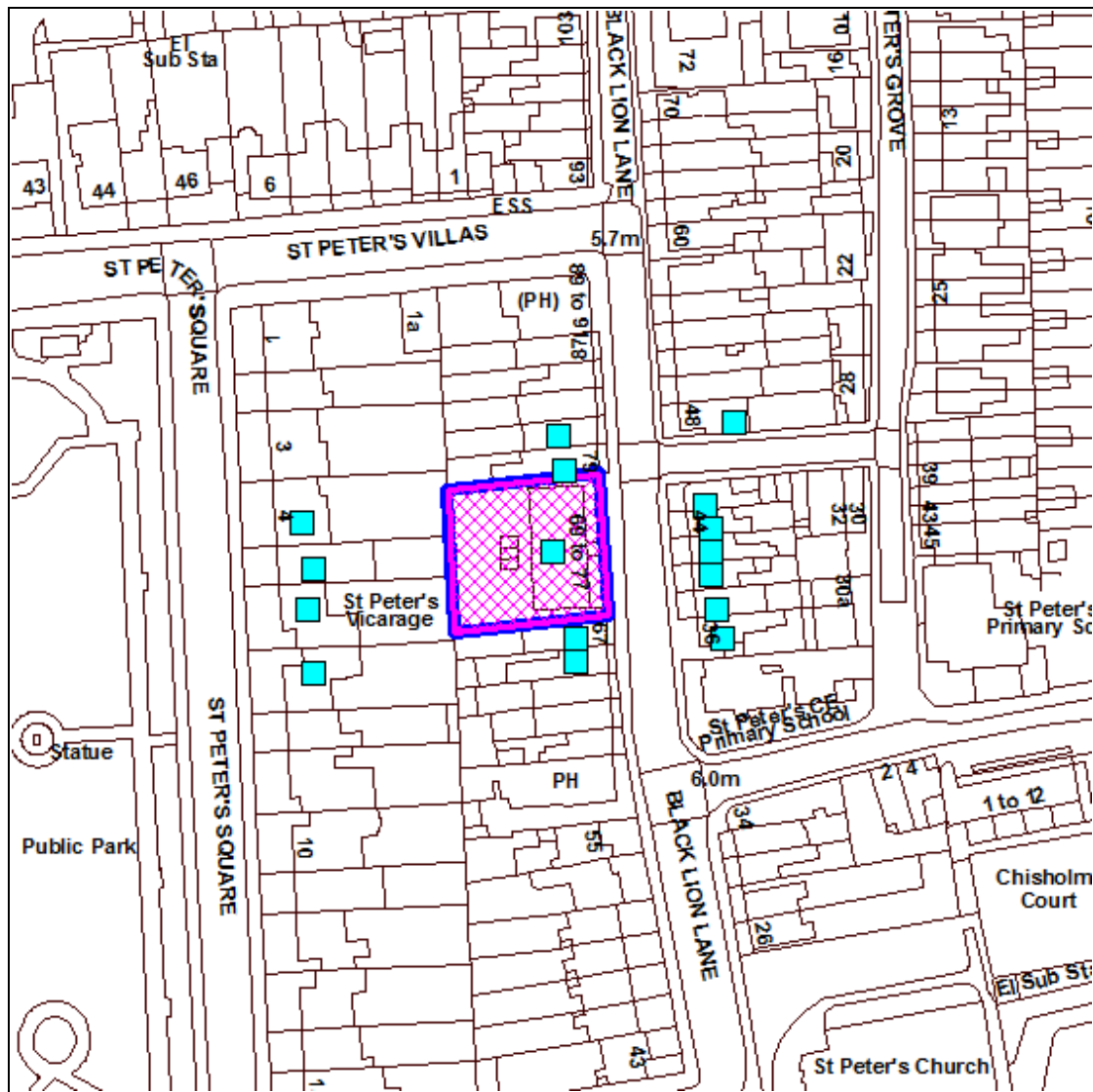
Index of Applications, Enforcement Actions, Advertisements etc.

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Ward: Ravenscourt Park

Site Address:

69-77 Black Lion Lane London W6 9BG



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For identification purposes only - do not scale.

Reg. No:
2017/03436/FR3

Case Officer:
Grace Harrison

Date Valid:
04.09.2017

Conservation Area:
Constraint Name: St. Peter's Square Conservation
Area - Number 1

Committee Date:
06.03.2018

Applicant:

Ms Bini Shah

3rd Floor Hammersmith Town Hall Ext Hammersmith London W6 9JU

Description:

Replacement of all the existing single glazed timber windows to front and sides with new timber double glazed windows; replacement of all existing single glazed metal casement windows with new double glazed PVCu casement windows to rear elevation.
Drg Nos: PL-2000 Rev. 01; PL-2001 Rev. 01.

Application Type:

Full Regulation 3 - LBHF is Developer

Officer Recommendation:

That the application be approved pursuant to Regulation 3 of the Town and Country Planning General Regulations 1992 subject to the condition(s) set out below:

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

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

- 2) The development hereby approved shall be carried out and completed only in accordance with the approved drawings.

To ensure a satisfactory external appearance and to ensure that the character and appearance of the conservation area is preserved, in accordance with Local Plan (2018) Policies DC6 and DC8.

- 3) The replacement timber windows to the front and side elevations hereby approved shall match the opening style and pattern of glazing bars of the existing windows and shall be painted white.

To ensure a satisfactory external appearance and to ensure that the character and appearance of the conservation area is preserved, in accordance with Local Plan (2018) Policies DC6 and DC8.

- 4) The replacement white PVCu REHAU Total 70 windows to the rear elevation hereby approved shall be fitted with white PVCu external glazing bars.

To ensure a satisfactory external appearance and to ensure that the character and appearance of the conservation area is preserved, in accordance with Local Plan (2018) Policies DC6 and DC8.

Justification for Approving the Application:

- 1) The proposal would be in accordance with Local Plan (2018) Policies DC6 and DC8 and Key Principle CAG3 of the Supplementary Planning Document (2018). The character and appearance of the Conservation Area would not be harmed in accordance with s.72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 and the setting of adjacent listed buildings would not be harmed in accordance with s.66 of the Planning (Listed Buildings and Conservation Areas) Act 1990.
-

LOCAL GOVERNMENT ACT 2000 LIST OF BACKGROUND PAPERS

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

Application form received: 1st September 2017
Drawing Nos: see above

Policy documents: National Planning Policy Framework (NPPF) 2012
The London Plan 2016
LBHF - Local Plan 2018
LBHF - Supplementary Planning Document 2018

Consultation Comments:

Comments from:

Dated:

Neighbour Comments:

Letters from:

Dated:

77 Black Lion Lane London W6 9BG	19.02.18
71 Black Lion Lane London W6 9BG	31.10.17
48 Black Lion Lane London W6 9BE	30.10.17
79 Black Lion Lane London W6 9BG	31.10.17
4 St Peter's Square London W6 9AB	17.10.17
6 St Peter's Square London W6 9AB	16.10.17
NAG	18.10.17
27A St. Peters Square LONDON W6 9NW	01.11.17
79 Black Lion Lane Hammersmith London W6 9BG	30.10.17
79 Black Lion Lane Hammersmith London W6 9BG	01.11.17
48 Black Lion Lane London w6 9BE	30.10.17
69 Black Lion Lane London W6 9BG	01.11.17
NAG	10.10.17

1.0 BACKGROUND

1.1 The application relates to a three-storey block of flats which is situated on the western side of Black Lion Lane. It is located within the St Peter's Square Conservation Area but is not a listed building or a locally listed Building of Merit. There is no Article 4 Direction on the building. The front of the building appears Victorian in character with traditional timber sliding sash windows but the rear elevation is in plain brick with metal windows and clearly dates from the mid twentieth century. It is believed that the

building was built after the Second World War following bomb damage to the original houses on the site. Two PVCu windows have been installed at second floor level on the rear elevation to enclose two inset balconies.

1.2 Immediately to the north of the application building is a terrace of Grade II Listed townhouses at 79-87 Black Lion Lane; the properties directly opposite, at 36-46 Black Lion Lane, and to the west of the site on St Peter's Square are also Grade II listed. The terrace immediately to the south is comprised of six locally-listed Buildings of Merit.

1.3 The application seeks planning permission for replacement of all of the existing single-glazed timber windows to the front and side elevations with new timber double-glazed windows; and replacement of all single-glazed metal casement windows to the rear elevation with new double-glazed PVCu casement windows.

1.4 Relevant planning history

1949/00426/FUL - Application approved for the use of the land for housing purposes and layout of the site showing provision for the erection of a three-storey block.

1950/00789/FUL - Application approved for the erection of a three-storey block comprising six flats.

2011/02423/FUL - Application approved for installation of a door to replace the existing window to rear elevation at ground floor level; installation of access step lift.

2015/00673/FUL - Application approved for enclosure of existing balcony opening on rear elevation at second floor level through the installation of a UPVC double-glazed window in order to create an additional room.

2.0 PUBLICITY AND CONSULTATIONS

2.1 The planning application was advertised initially through a site notice and press advert, as well as notification letters sent to the occupants of 25 surrounding properties. Following minor changes to the plans as requested by Officers, follow-up notification letters were sent to neighbours on 18th October 2017. A total of 13 representations have been received in response to the application, from the following addresses:

- 4, 6 and 27A St Peter's Square; 48, 69, 71, 77 and 79 Black Lion Lane; and two comments with no address given. A representation has also been received from the St Peter's Residents Association.

2.2 The majority of the representations express support for the proposal to upgrade the existing windows in principle and support the proposal to use timber to the front and side elevations, subject to the detailed design matching the existing windows. However, the following concerns are raised about the proposal to install PVCu windows to the rear elevation:

- Proposal to replace existing metal windows on the rear of the building with PVCu will be detrimental to the view from houses and gardens to the rear of the site (on St Peter's Square) which are listed buildings. The value of a heritage asset is not limited to public views of it.

Officer response: Officers accept that the special interest of a conservation area is not limited to those parts which are publicly visible and that it may also be desirable to preserve or enhance private views of a given property, especially if the view of it in context with surrounding properties is particularly important or attractive. In this case, the rear elevation of the building bears no relationship to those either side of it in terms of scale, design or period and does not make a positive contribution to the character and appearance of the conservation area. There are no views of the rear elevation of the property from the street. The houses immediately to the rear are over 30 metres away, and from this distance, the changes to the material and thickness of the frame profiles and glazing bars would not be clearly perceptible.

- There will be a detrimental impact on the character and appearance of the conservation area and on the setting of adjacent listed buildings, and this would set an unfortunate precedent.

Officer response: The design and materials of the rear elevation of the building are not typical of the conservation area and do not contribute to its significance. Given that the proposed PVCu replacement windows would relate only to the rear elevation, Officers consider that the character and appearance of the conservation area and the setting of neighbouring Listed Buildings would not be harmed, for the reasons explained in the report below.

- Loss of amenity for occupants of the subject building due to thicker window frames and consequent loss of light due to reduction in glazed area.

Officer response: It is considered that any loss of light as a result of the thicker glazing bars and window frames would be negligible and would not result in the total amount of light to the flats being unsatisfactory, given the windows are already very large and well-situated to be West-facing.

- No heritage statement or assessment of heritage impact has been provided with the application.

Officer response: A short Design and Access Statement was submitted with the application which is sufficient for validation purposes. A separate Heritage Statement is not required for this application.

2.3 The Hammersmith Society was also consulted but did not respond.

3.0 PLANNING CONSIDERATIONS

3.1 The relevant planning consideration in this case is the impact of the proposal on the character and appearance of the building and the St Peter's Square Conservation Area and on the setting of the adjacent listed buildings.

3.2 The application is required to be assessed in accordance with Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 and against the policies in the National Planning Policy Framework (NPPF) and the statutory development plan for the borough.

3.3 On 24 January 2018, the Council resolved to adopt the Hammersmith & Fulham Local Plan (2018) ("the new Local Plan"). The adoption of the new Local Plan took

effect on 28 February 2018. The policies in the new Local Plan, together with the London Plan now make up the statutory development plan for the borough. A supporting Supplementary Planning Document has also been adopted which contains Key Principles for development within conservation areas.

3.4 Local Plan Policy DC8 relates to heritage and conservation and states that development affecting designated heritage assets, including alterations and extensions to buildings will only be permitted if the significance of the heritage asset is conserved or enhanced.

3.5 Local Plan Policy DC6 relates to replacement windows. It states that 'replacement windows should respect the architectural character of the building and its surroundings. It will be important that the design and material of replacement windows match the original windows as closely as possible in terms of type and size, method of opening, profile and section, and sub-division.' Policy DC6 is supported by SPD Key Principle CAG3 which also states that any alterations to buildings within conservation areas should be sympathetic to the character of the building and its context.

+ Front and side elevations

3.6 The proposed replacement windows to the front and side elevation would be double-glazed timber units in sliding sash style. Following discussions with the Council's Urban Design and Conservation Officer, minor modifications have been made to the drawings, specifically:

- The horns would be integral to the top sashes;
- Drawings annotated show that the glazing bars would be external;
- The opening style of the 'porthole' windows to the side have been clarified as being centre-pivot, which the new windows would match.

3.7 With these revisions, the drawings show that the replacement windows to the front and side elevations would match the material, opening style, subdivision and pattern of glazing bars of the existing timber windows. Any increase in section and profile size to allow for the installation of double glazing would be minimal. As such, no objections are raised, in accordance with Local Plan policies DC6 and DC8 and SPD Key Principle CAG3.

+ Rear elevation

3.8 The proposed replacement windows to the rear elevation would be white PVCu casement windows with external glazing bars. The manufacturer and model would be 'REHAU Total 70' which has previously been agreed by Officers as being a product of suitable design and quality for use within conservation areas.

3.9 Officers do not have any objections in this instance to the installation of PVCu windows on the rear elevation, which is not visible from the street. The rear elevation of the building was clearly designed to be more functional and utilitarian in appearance, and has none of the attractive detailing which can be seen on the front elevation. For these reasons, it does not make a positive contribution to the character and appearance of the conservation area. The general style and pattern of glazing bars of the new windows would replicate the existing, and whilst the appearance of the windows would change due to the increased frame and glazing bar sizes compared to the existing

single glazed windows, it is considered that in this instance it would not harm the character and appearance of the conservation area.

3.10 Objections have been raised by the occupants of those houses to the rear of the application site on St Peter's Square, who believe that the windows would be of poor appearance and harmful to the private views from their properties. Officers accept that the special interest of a conservation area is not limited to those parts which are publicly visible and that it may also be desirable to preserve or enhance private views of a given property, especially if the view of it in context with surrounding properties is particularly important or attractive. In this particular case, the rear elevation of the building bears no relationship to those either side of it in terms of scale, design or period and does not make a positive contribution to the character and appearance of the conservation area. There are no views of the rear elevation of the property from the street. The houses immediately to the rear are over 30 metres away, and from this distance, the changes to the material and thickness of the frame profiles and glazing bars would not be clearly perceptible.

3.11 Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires that: 'In considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority or, as the case may be, the Secretary of State shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.' The NPPF defines the setting of a heritage asset as "the surroundings in which a heritage asset is experienced...Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance, or may be neutral" (NPPF Glossary).

3.12 The subject building is neighboured by Grade II Listed buildings to the north, east and west (79-87 Black Lion Lane; 36-46 Black Lion Lane; and those houses on the eastern side of St Peter's Square). The terrace immediately to the south is comprised of six locally-listed Buildings of Merit. Given the lack of a strong architectural or historic relationship between the rear elevation of the subject building and the adjacent listed buildings and the fact that the proposed PVCu replacement windows are of suitable quality and design, Officers are satisfied that the setting of the adjacent listed buildings would not be harmed, in accordance with s.66 of the Planning (Listed Buildings and Conservation Areas) Act 1990. The setting of the adjacent Buildings of Merit would also be preserved.

4.0 CONCLUSION AND RECOMMENDATION

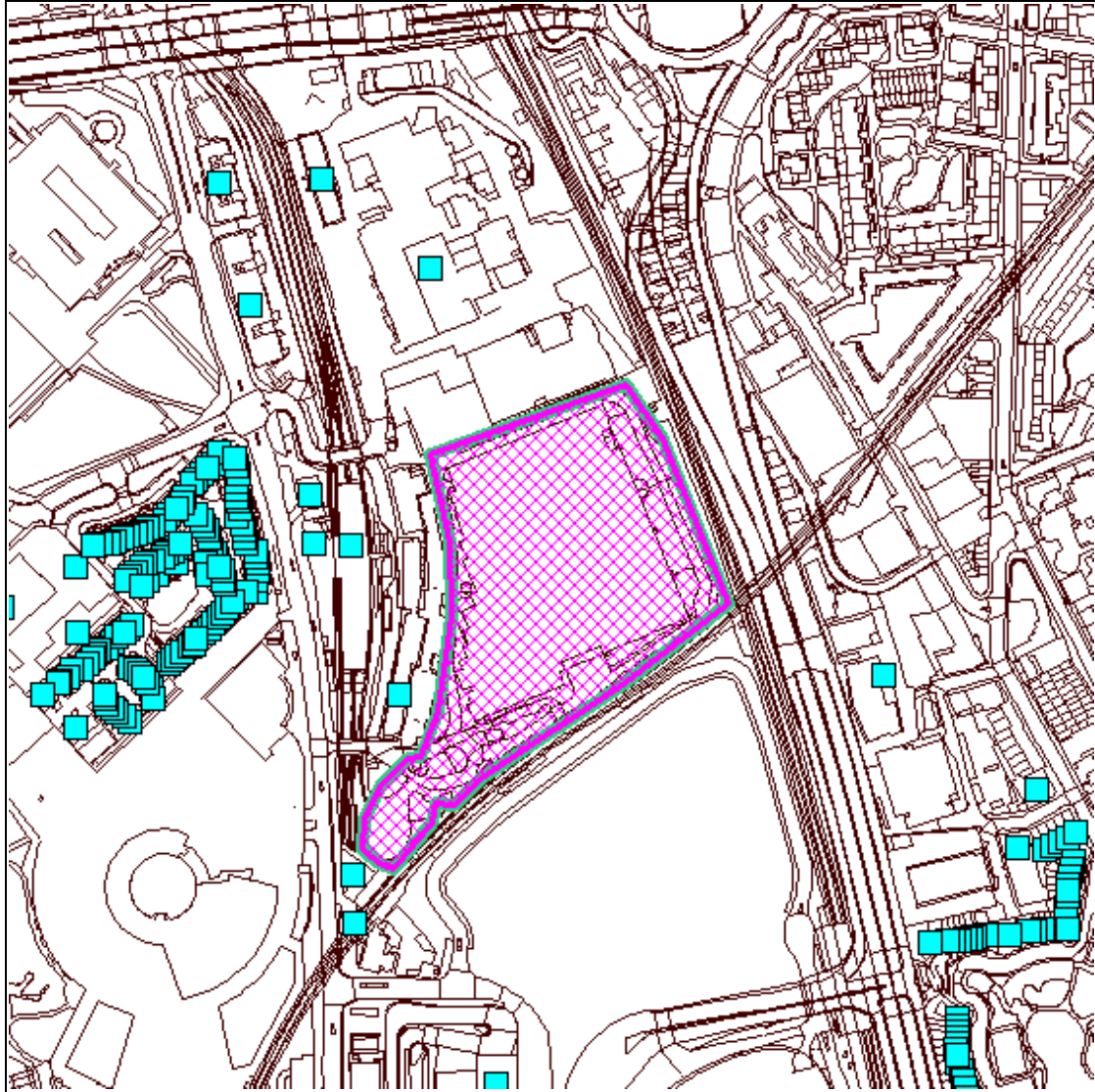
4.1 In this instance the proposals would be in accordance with Local Plan (2018) Policies DC6 and DC8 and Key Principle CAG3 of the Supplementary Planning Document (2018). The character and appearance of the Conservation Area would not be harmed in accordance with s.72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 and the setting of adjacent listed buildings would not be harmed in accordance with s.66 of the Planning (Listed Buildings and Conservation Areas) Act 1990.

4.1 Officers recommend approval of the application subject to conditions.

Ward: College Park and Old Oak

Site Address:

M&S White City Site 54 Wood Lane London W12 7RQ



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Reg. No:
2017/04377/VAR

Case Officer:

Date Valid:
06.11.2017

Conservation Area:
Wood Lane Conservation Area - Number 42

Committee Date:
06.03.2018

Applicant:

St James Group
C/O Agent

Description:

Variation to conditions 1-8 of planning permission 2016/03907/VAR (for the comprehensive phased redevelopment of the site for a residential-led mixed-use development) granted 23/05/2017 in order to permit minor material amendments to the outline form of development. Amendments comprise modifications to the approved Parameters Plans and Development Specification and Parameters Report that cover design alterations to Development Plots B1 (varying the horizontal parameters (to - 0.92m to +27.98m) to permit an extended southern building line), Development Plots D1 and E1 (varying parameters to extend the maximum heights by an additional +2.31m and 8.86m), Development Plots D2, D3 and E2 (varying parameters to extend maximum heights by an additional +4.79m) and incorporating a new additional Development Plot E3 (to comprise residential use within a new building up to 74.45m in height). The specified amendments would facilitate the optimisation of residential units to increase the overall maximum unit numbers from 1,477 to 1,814 units including the provision of an additional 118 affordable units (35% of the additional units).

Drg Nos:

Application Type:

Vary or Delete Conditions Full/Outline

Officer Recommendation:

Subject to there being no contrary direction from the Mayor for London; that the Committee resolve that the Lead Director for Regeneration Planning and Housing Services be authorised to determine the application and grant permission up on the completion of a satisfactory legal agreement and subject to the condition(s) set out below

- 1) In respect of Development Plots B1, C1, D1, D2, D3, E1, E2 and E3 the deck over the Central Line cutting, Exhibition Green, Central Green, Kiralfy Square, and the Counters Quay, approval of the proposed access, appearance, landscaping, layout and scale of development shall be obtained from the Council in writing before the relevant development works (excluding any demolition) are commenced.

Reason: To comply with the Town and Country Planning (Development Management Procedure) Order 2015 (as amended).

- 2) i) Development Plots A1, A2 and A3 shall be begun not later than 5 years from the date of the original permission 2014/04726/OUT (16 December 2015);

ii) Application(s) for the approval of Reserved Matters in respect of Development Plot B1, the deck over the Central Line cutting, and Exhibition Green specified by condition 1 shall be made to the Council before the expiration of 6 years from the date of the original permission 2014/04726/OUT (16 December 2015).
Development within Development Plot B1, related to the deck and Exhibition Green shall be begun before the expiration of 2 years from the date of the

approval of the last of the relevant Reserved Matters (in respect of Plot B1, the deck or Exhibition Green) to be approved pursuant to condition 1.

iii) Application(s) for the approval of the Reserved Matters in respect of Development Plot C1, specified by condition 1 shall be made to the Council before the expiration of 7 years from the date of the original permission 2014/04726/OUT (16 December 2015). Development within Development Plot C1 shall be begun before the expiration of 2 years from the date of the approval of the last of the relevant Reserved Matters(in respect of Plot C1) to be approved pursuant to condition 1.

(iv) Application(s) for the approval of the Reserved Matters in respect of Development Plots D1, D2, and D3 specified by condition 1 shall be made to the Council before the expiration of 10 years from the date of the original permission for 2014/04726/OUT (16 December 2015). Development within Development Plots D1, D2 and D3 shall be begun before the expiration of 2 years from the date of approval of the last of the relevant Reserved Matters (in respect of Plot D1, D2 or D3) to be approved pursuant to condition 1.

(v) Application(s) for the approval of the Reserved Matters in respect of Development Plots E1, E2, E3 the Central Green, Kiralfy Square and Counters Quay specified by condition 1 shall be made to the Council before the expiration of 12 years from the date of the original permission for 2014/04726/OUT (16 December 2015). Development within Development Plot E1, E2, E3 the Central Green, Kiralfy Square or Counters Quay shall be begun before the expiration of 2 years from the date of approval of the last of the relevant Reserved Matters (in respect of Plot E1, E2, E3the Central Green, Kiralfy Square or Counters Quay) to be approved pursuant to condition 1.

Reason: To comply with section 92 of the Town and Country Planning Act 1990 (as amended). Extended time periods for which the planning permission can be implemented is given in light of the exceptional circumstances relevant to the ownership of the site and to the development.

- 3) The planning permission relating to the detailed components of the development hereby permitted (i.e.: those parts that are not to be subject to reserved matters) shall not be constructed unless in accordance with the approved drawings marked.

PTA-425-A-PL-B1 Rev PL4
PTA-425-A-PL-AP-L00 Rev PL3
PTA-425-A-PL-AP-L01 Rev PL5
PTA-425-A-PL-AP-L02 Rev PL5
PTA-425-A-PL-AP-L03 Rev PL5
PTA-425-A-PL-AP-L04 Rev PL5
PTA-425-A-PL-AP-L05 Rev PL5
PTA-425-A-PL-AP-L06 Rev PL5
PTA-425-A-PL-AP-L07 Rev PL5
PTA-425-A-PL-AP-L08 Rev PL5
PTA-425-A-PL-AP-L09 Rev PL5
PTA-425-A-PL-AP-L10 Rev PL5
PTA-425-A-PL-AP-L11 Rev PL5
PTA-425-A-PL-AP-L12 Rev PL3

PTA-425-A-PL-AP-L13 Rev PL3
PTA-425-A-PL-AP-L14 Rev PL3
PTA-425-A-PL-AP-L15 Rev PL4
PTA-425-A-PL-AP-L16 Rev PL4
PTA-425-A-PL-AP-L17 Rev PL4
PTA-425-A-PL-AP-L18 Rev PL4
PTA-425-A-PL-AP-L19 Rev PL4
PTA-425-A-PL-AP-L20 Rev PL4
PTA-425-A-PL-AP-L21 Rev PL2
PTA-425-A-PL-L22 Rev PL5
PTA-425-A-PL-L23 Rev PL2
PTA-425-A-PL-RF Rev PL4
PTA-425-A-PL-ELE-N Rev PL5
PTA-425-A-PL-ELE-E Rev PL5
PTA-425-A-PL-ELE-S Rev PL5
PTA-425-A-PL-ELE-W2 Rev PL5
PTA-425-A-PL-SEC-CC Rev PL6
PTA-425-A-PL-SEC-DD Rev PL5
PTA-425-A-PL-SEC-GG Rev PL6
PTA-425-A-PL-SEC-MM Rev PL5
PTA-425-A-PL-SEC-NN Rev PL5
PTA-425-A-PL-SEC-PQ Rev PL5
PTA-425-A-PL-SEC-RR Rev PL6
PTA-425-A-PL-SEC-UU Rev PL5
PTA-425-LA-LP-PL-00 Rev PL5
PTA-425-LA-LP-PL-01 PL4
PTA-425-LA-LP-PL-P1-SEC-01 PL1
PTA-425-LA-LP-PL-P1-SEC-02 PL1
PTA-425-LA-LP-PL-P1-SEC-03 PL1
PTA-425-LA-LP-PL-P1-E-01 PL1

In order to ensure full compliance with the planning application hereby approved and to prevent harm arising through deviations from the approved plans, in accordance with policies 7.1, 7.2, 7.3, 7.4, 7.5, 7.6, 7.7, 7.8, 7.9 and 7.21 of the London Plan (2016), DC1 and policies DC2 , DC3 , DC4 , DC7, DC8) of the emerging Local Plan 2018 and policy BE1 of the Core Strategy and DM policies DM G1 and DM G7 of the Development Management Local Plan (2013).

- 4) All reserved matters applications shall include a statement to demonstrate how the reserved matters have been prepared in accordance with the principles and parameter plans set out in the Amended Development Specification & Parameters Report prepared by Boyer (dated October 2017) and the Mandatory Design Codes prepared by Patel Taylor Architects (dated March and April 2015) or other such versions that are subsequently agreed in writing with the Local Planning Authority.

To ensure that the development is constructed in accordance with the Design Guidelines on which this decision is based and to be consistent with the principles of good masterplanning, in accordance with policies 7.1, 7.2, 7.3, 7.4, 7.5, 7.6, 7.7, 7.8, 7.9, 7.18, 7.19 and 7.21 of the London Plan (2016) , strategic policies WCRA and WCRA1 and policies DC1, DC2 , DC3 ,DC7 and DC8 of the emerging Local Plan (2018) and policies BE1 of the Core Strategy (2011) and DM G1 and DM G7 of the Development Management Local Plan (2013).

- 5) The development of each phase shall be carried out in accordance with the approved Phasing Plan (Drawing No. PTA-425-MP-PH-00 Rev P05) and the sequence of development set out below, unless otherwise agreed in writing by the local planning authority:

Phase 1A - bridge

Phase 1B - pedestrian deck

Phase 1C - Exhibition Green

Phase 1D - construction of Development Plots A1, A2, and A3, associated basement, access roads and communal open space/landscaping

Phase 1E - southern part of the Central Gardens

Phase 1F - Kiralfy Square

Phase 2 - construction of Development Plots B1; associated basement, access roads and communal open space/landscaping

Phase 3A- construction of superstructure of Development Plot E1; part of Counters Quay; associated basement, access roads and communal open space/landscaping

Phase 3B - construction of superstructure of Development Plot E2; part of Counters Quay; associated basement, access roads and communal open space/landscaping

Phase 3C - construction of superstructure of Development Plot E3; part of Counters Quay; associated basement, access roads and communal open space/landscaping

Phase 4A - construction of superstructure of Development Plot D1; part of Counters Quay; associated basement, access roads and communal open space/landscaping

Phase 4B - construction of superstructure of Development Plot D2; part of Counters Quay; associated basement, access roads and communal open space/landscaping

Phase 4C - construction of superstructure of Development Plot D3; part of Counters Quay; associated basement, access roads and communal open space/landscaping

Phase 5A - construction of superstructure of Development Plot C1; associated basement, access roads and communal open space/landscaping

Phase 5B - northern part of Central Garden

To assist with the identification of each chargeable development (being the Phase) and the calculation of the amount of CIL payable in respect of each chargeable development in accordance with the Community Infrastructure Levy Regulations 2010 (as amended).

- 6) Notwithstanding the information in the approved parameter plans and development specification report and subject to the provisions within the relevant conditions set out in this planning permission, the following land uses are permitted within all or part of the specified floorspace on the ground floors in the outline plots (subject to the specified range of uses within each plot) providing the total floorspace (within the combined development) does not exceed the maximum floorspace as approved for that use subject to condition 8 of this planning permission:

Class A1 (retail)

Class A2 (Financial and Professional Institution)

Class A3 (restaurant)
Class A4 (Bar)
Class A5 (Hot food Take-away)
Class B1 (Business)
Class D1 (Non-Residential Institution)
Class D2 (Leisure)

As set out in Class E, Part 3, schedule 2 of the General Permitted Development Order 2015 or the provisions of the relevant Class/Part upon implementation, this permission benefits from a period during which changes of use of the above specified floorspace between uses A1, A2, A3, A4, A5, (B1 within plots B1, D1, D2, D3, E1, E2 and E3), D1 and D2 as set out in the description of development may take place without the need for further planning permissions, subsequent to the approval of the reserved matters applications. This flexibility is for a period of ten years from the date of the approval of the last reserved matters application, for that part of the development.

To ensure the uses are compatible with the adjoining land uses, within the White City Opportunity Area and to ensure that the amenity of occupiers residing in surrounding residential properties would be safeguarded in accordance with policies WCOA, WCOA1 and BE1 of the Core Strategy, WCRA, WCRA1 and DC1, E1, TLC1, TLC5, TLC5 and HO11 of the emerging Local Plan 2018.

- 7) The total number of residential units (Class C3) hereby approved shall not exceed 1,814 units.

To ensure the development carried out does not exceed the cumulative maximum approved and to ensure the quantum of floor space keeps within the parameters assessed pursuant to the EIA in relation to the development in accordance with policies 3.3, 3.4, 3.7, 3.8, 3.9, 3.10, 3.11, 3.12, 7.1, 7.2, 7.3, 7.4, 7.5, 7.6, 7.7, 7.8 and 7.9 of the London Plan (2016), policies BE1, WCOA and WCOA 1 of the London Borough of Hammersmith and Fulham Core Strategy (2011) and policies DM G1, DM G2, DM G3, DM G6, DM G7, DM A1, DM A2 and DM A3 of the Development Management Local Plan 2013 and White City Opportunity Area Planning Framework (2013) and policies WCRA, WCRA1, DC2, DC3, DC4, DC7, DC8, H01, HO4 and HO5 of the emerging Local Plan 2018.

- 8) The total gross external floorspace (GEA) areas of the development comprising the land uses hereby approved shall not exceed the following:

(a) An overall gross maximum floor space of all the development, including parking, servicing, energy centre and plant and storage but excluding the basement that shall not exceed 190,483 square metres GEA; and

(b) Overall gross maximum floor space (excluding car park and energy centre) by land use, notwithstanding the provisions of the Town and Country Planning (Use Classes Order 1987) (as amended) or (General Permitted development) Order 1995 (as amended) or any subsequent act, shall not exceed the following:

- Residential (C3): 175,873 sq m
- Business (B1): 1,000 sq m
- Retail/Café/Restaurant (A1 - A5): 3,690 sq m

- Health and Community (D1): 1,910sqm
- Leisure (D2): 1,910 sq m;
- Residential Facilities (Ancillary to C3): 6,100 sqm

(c) or such breakdown by Plot of the overall gross maximum floor space specified in (a) and (b) above as may be submitted to and approved by the Local Planning Authority

To ensure the development carried out does not exceed the cumulative maximum floor space, in accordance with the approved plans and to ensure a suitable mix and distribution of land uses within the development and to ensure the quantum of floor space keeps within the Parameters assessed pursuant to the EIA in relation to the development, in accordance with policies 7.1, 7.2, 7.3, 7.4, 7.5, 7.6, 7.7, 7.8 and 7.9 of the London Plan (2016), policies BE1, WCOA, WCOA 1 of the London Borough of Hammersmith and Fulham Core Strategy (2011) and policies DM G1, DM G2, DM G3, DM G6, DM G7, DM H9, DM D1, DM D2, DM C3, DM B1, DM B2 and DM B3 of the Development Management Local Plan 2013 and White City Opportunity Area Planning Framework (2013) and policies WCRA, WCRA1, DC1, DC2, DC3, DC4, DC7, DC8, CC11, CF1, CF2, TLC2, E1, E2 and E4 of the emerging Local Plan 2018.

- 9) Demolition works shall be undertaken in accordance with the details approved under 2016/02813/DET, unless otherwise agreed in writing by the local planning authority.

To ensure that occupiers of surrounding premises are not adversely affected by noise, vibration, dust, lighting or other emissions from the building site in accordance with policies 5.18, 5.19, 5.20, 5.21, 5.22 and 7.14 of the London Plan (2015), policy CC4 of the London Borough of Hammersmith and Fulham Core Strategy (2011) and policies DM G1, DM H5, DM H8, DM H9, DM H10 of the Development Management Local Plan 2013 and policies DC2, CC6, CC10, CC11, CC12 of the emerging Local Plan 2018.

- 10) No development shall commence within each Phase until the implementation of a programme of archaeological investigation for that Phase in accordance with a written scheme of investigation which has been submitted to and approved by the Council. No development or demolition shall take place other than in accordance with the written scheme of investigation, for the relevant phase or part thereof. The development shall not be occupied until the site investigation and post investigation assessment has been completed in accordance with the programme set out in the written scheme of investigation, and the provision made for analysis, publication and dissemination of the results and archive deposition has been secured.

Details for the site have been approved under application ref: 2016/00728/DET.

Heritage assets of archaeological interest may survive on the site. The planning authority wishes to secure the provision of archaeological investigation and the subsequent recording of the remains prior to development, in accordance with recommendations given by the borough and in NPPF, Chapter 12 in accordance with Policy 7.8 of the London Plan (2016), Policy BE1 of the London Borough of

Hammersmith and Fulham Core Strategy (2011) and policy DM G7 of the DM Local Plan (2013) and Policies DC1 and DC8 of the emerging Local Plan 2018.

- 11) No Phase of development shall commence, save for any approved Enabling Works, until a preliminary risk assessment report in connection with land contamination, is submitted to and approved in writing by the Council, unless otherwise agreed 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 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.

Details for this condition have been approved under 2016/01689/DET.

To ensure that no unacceptable risks are caused to humans, controlled waters or the wider environment during and following the development works, in accordance with policy 5.21 of The London Plan 2016, policy CC4 of the Core Strategy 2011 and policy DM H4, DM H6 and DM H7 of the Development Management Local Plan 2013 and policies CC5, CC8 and CC9 of the emerging Local Plan 2018.

- 12) No Phase of development shall commence, save for any approved Enabling Works until a site investigation scheme, in connection with condition 11, is submitted to and approved in writing by the Council unless otherwise agreed in writing with 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 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

Details for this condition have been approved under 2016/01689/DET.

To ensure that no unacceptable risks are caused to humans, controlled waters or the wider environment during and following the development works, in accordance with policy 5.21 of The London Plan 2016, policy CC4 of the Core Strategy 2011 and policy DM H4, DM H6 and DM H7 of the Development Management Local Plan 2013 and policies CC5, CC8 and CC9 of the emerging Local Plan 2018.

- 13) No Phase of development shall commence, save for any approved Enabling Works or (unless the Council agree in writing that a set extent of development must commence to enable compliance with this condition) until, following a site investigation undertaken in compliance with the approved site investigation scheme as part of condition 12, 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.

Details for this condition have been approved under ref: 2017/00514/DET dated 28/03/2017

To ensure that no unacceptable risks are caused to humans, controlled waters or the wider environment during and following the development works, in accordance with policy 5.21 of The London Plan 2016, policy CC4 of the Core Strategy 2011 and policy DM H4, DM H6 and DM H7 of the Development Management Local Plan 2013 and policies CC5, CC8 and CC9 of the emerging Local Plan 2018.

- 14) No Phase of development shall commence, save for any approved Enabling Works or (unless the Council agree in writing that a set extent of development must commence to enable compliance with this condition) until, a remediation method statement, in connection with condition 13, 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.

Details of this condition have been approved under ref: 2017/01864/DET dated 19/06/2017

To ensure that no unacceptable risks are caused to humans, controlled waters or the wider environment during and following the development works, in accordance with policy 5.21 of The London Plan 2016, policy CC4 of the Core Strategy 2011 and policy DM H4, DM H6 and DM H7 of the Development Management Local Plan 2013 and policies CC5, CC8 and CC9 of the emerging Local Plan 2018.

- 15) No Phase of development shall commence, save for any approved Enabling Works or (unless the Council agree in writing that a set extent of development must commence to enable compliance with this condition) until the approved remediation method statement in connection with condition 14 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.

To ensure that no unacceptable risks are caused to humans, controlled waters or the wider environment during and following the development works, in accordance with policy 5.21 of The London Plan 2016, policy CC4 of the Core Strategy 2011 and policy DM H4, DM H6 and DM H7 of the Development Management Local Plan 2013 and policies CC5, CC8 and CC9 of the emerging Local Plan 2018.

- 16) No Phase of development shall commence, save for any approved Enabling Works or (unless the Council agree in writing that a set extent of development must commence to enable compliance with this condition) until an onward long-term monitoring methodology report, in connection with condition 15, 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.

To ensure that no unacceptable risks are caused to humans, controlled waters or the wider environment during and following the development works, in accordance with policy 5.21 of the London Plan (2016), policy CC4 of the Core Strategy 2011 and policy DM H4, DM H6 and DM H7 of the Development Management Local Plan 2013 and policies CC5, CC8 and CC9 of the emerging Local Plan 2018.

- 17) 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 within each Development Plot (where relevant), 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, for each relevant Development Plot.

In the case of the bridge and/or deck, piling must be undertaken in accordance with the details approved pursuant to 2016/00995/DET. In the case of Phase 1D (Development Plots A1, A2 and A3) piling must be undertaken in accordance with the details approved pursuant to 2017/00018/DET.

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 (2016), policies CC2, CC3 and CC4 of the emerging Local Plan 2018, policy CC2 of the Core Strategy 2011 and policy DM H4 of the Development Management

Local Plan 2013. The applicant is advised to contact Thames Water Developer Services on 0845 850 2777 to discuss the details of the piling method statement.

- 18) Prior to the commencement of development within the relevant Development Plot, a Construction Management Plan shall be submitted to and approved in writing by the Council. Details shall include control measures for dust, noise, vibration, lighting, delivery locations, restriction of hours of work and all associated activities audible beyond the site boundary to 0800-1800hrs Mondays to Fridays and 0800-1300hrs 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 construction management plan should be prepared in consultation with London Underground which includes the details for all of the relevant foundations, basement and ground floor structures, or for any other structures below ground level, including piling (temporary and permanent). Approved details for each relevant plot, or part thereof shall be implemented throughout the project period.

Details of this condition for Phase 1D (Development Plots A1, A2 and A3) have been approved pursuant to 2016/02816/DET.

To ensure that occupiers of surrounding premises are not adversely affected by noise, vibration, dust, lighting or other emissions from the building site in accordance with policies 5.18, 5.19, 5.20, 5.21 and 5.22 of the London Plan (2016), policy CC4 of the London Borough of Hammersmith and Fulham Core Strategy (2011) and policies DM G1, DM H5, DM H8, DM H9, DM H10 of the Development Management Local Plan 2013 and policies DC2 , CC6 , CC10 , CC11 , CC12 of the emerging Local Plan 2018.

- 19) Prior to the commencement of development within the relevant Development Plot shall commence until a Construction Logistics Management Plan for that Development Plot has been submitted to and approved in writing by the Council. The method statement /construction management plan should be prepared in consultation with London Underground which includes the details for all of the relevant foundations, basement and ground floor structures, or for any other structures below ground level, including piling (temporary and permanent). The development of the relevant Plot shall be carried out in accordance with the relevant approved Construction Logistics Management Plan unless otherwise agreed in writing with the Local Planning Authority. Each Construction Logistics Management Plan shall cover the following minimum requirements:

- site logistics and operations;
- construction vehicle routing;
- contact details for site managers and details of management lines of reporting;
- detailed plan showing different phasing, different developers and constructors to be updated on a 6 monthly basis;
- location of site offices, ancillary buildings, plant, wheel-washing facilities, stacking bays and car parking;
- storage of any skips, oil and chemical storage etc.; and
- access and egress points;
- membership of the Considerate Contractors Scheme.

Details for this condition have been approved under ref: 2016/02817/DET dated 05/05/2017

To ensure that no unacceptable adverse effect on the amenity of surrounding occupiers in accordance with policies BE1, T1 and CC4 of Core Strategy 2011 and policy DM J1, DM G1, DM H5, DM H8, DM H9 and DM H10 of the Development Management Local Plan 2013 and policies DC1, T1, T2, DC2, CC6, CC10, CC8 and CC12 of emerging Local Plan 2018.

- 20) Details of any temporary land uses, fencing, enclosures or structures including sales/marketing suites within the site shall be submitted to and approved in writing by the Local Planning Authority prior to implementing works for any temporary uses, fences, enclosures or structures. Any interim structures, uses and buildings shall be implemented in accordance with the approved details, for a specified time period set out in the details and shall be discontinued/removed once the temporary period has been expired.

To ensure that the site remains in a tidy condition during the construction phase and to ensure that any temporary uses/structures do not create un-neighbourly impacts and to prevent harm to the street scene and character and appearance of the adjoining conservation area, in accordance with policy DC1 of the emerging Local Plan 2018, policy BE1 of the Core Strategy 2011 and policy DM G7 of the Development Management Local Plan 2013.

- 21) Prior to the construction of the relevant part of the development, a scheme detailing the play equipment, boundary treatments and ground surface treatment of the outdoor play spaces, for that part of the development shall be submitted to the local planning authority and approved in writing. Any play equipment will be designed to be fully inclusive to ensure the play areas are accessible to all and will be implemented in accordance with the approved plans, to be permanently retained thereafter.

In order to ensure equal life chances for all, and to prevent groups such as blind people and disabled children being excluded from use of public realm and other amenities by designs failing in detail to take specific needs into account, in accordance with policy 3.1 of the London Plan (2016), policies OS1 and OS3 of the emerging Local Plan 2018, policy OS1 of the Core Strategy and policy DM E2 of the Development Management Local Plan 2013, the Council's "Planning Guidance" Supplementary Planning Document, and any other relevant best practice guidance (including the Councils We Want to Play Too 2012).

- 22) Prior to the commencement of works details of the road, footway, footpath and cycleway layout for each Development Plot, or relevant part thereof, shall be submitted to and approved in writing by the Council. The submitted details shall show the alignment, widths, surfacing arrangements, kerbs, access ramps (including the car park ramps with confirmation of vertical clearance), forward visibility sight lines and vision splays, speed restraint measures, turning heads, gradients, street lighting and drainage in respect of the relevant part of the development. Development shall be implemented in accordance with the relevant approved details and no residential building within the relevant part of the development shall be occupied until the approved ramps, roads, accesses,

footways, footpaths and cycle ways have been constructed and been made available for use.

Details for Phase 1D (Development Plots A1, A2 and A3) have been approved pursuant to 2016/03118/DET.

To ensure that the detailed design of the access ramps provides sufficient vertical clearance and capacity for vehicle manoeuvring in the interest of public safety and to ensure that the detailed design of the roads, footways and cycle ways would avoid vehicle/pedestrian conflict in accordance with policies T1, T4 and T5 of the emerging Local Plan 2018, policy T1 of the London Borough of Hammersmith and Fulham Core Strategy (2011), and policies DM J2 and DM J4 of the Development Management Local Plan 2013 and the Council's Planning Guidance Supplementary Planning Document.

- 23) Prior to the commencement of works within the relevant Development Plot, the detailed design, phasing plan, access, layout and location of the car parking provided for the relevant Development Plot shall be submitted to and approved in writing by the Council. The proposed car parking shall accord with the details as approved and shall be retained permanently thereafter unless otherwise agreed in writing with the Local Planning Authority.

Details for Phase 1D (Development Plots A1, A2 and A3) have been approved pursuant to 2016/03119/DET.

To ensure that the detailed design of the access ramps provides sufficient vertical clearance and capacity for vehicle manoeuvring in the interest of public safety and to ensure that the detailed design of the roads, footways and cycle ways would avoid vehicle/pedestrian conflict in accordance with policies T1, T4 and T5 of the emerging Local Plan 2018, policy T1 of the London Borough of Hammersmith and Fulham Core Strategy (2011), and policies DM J2 and DM J4 of the Development Management Local Plan 2013 and the Council's Planning Guidance Supplementary Planning Document.

- 24) The development shall be implemented in strict adherence with the recommendations contained within the TWUL modelling report, as approved by application 2016/00739/DET.

To ensure that the water supply infrastructure has sufficient capacity to cope with the additional demand in accordance with policies 5.14 and 5.15 of the London Plan (2016), policies CC5 and CC3 of the emerging Local Plan 2018 and policy CC2 of The Core Strategy 2011 and policy DM H3 of the Development Management Local Plan 2013.

- 25) The surface water drainage scheme shall be implemented in accordance with the approved details pursuant to 2016/00889/DET before the development is completed.

To prevent flooding by ensuring the satisfactory management of surface water run-off from the site in accordance with policy 5.13 of the London Plan 2016, policy CC3 and CC5 of the Emerging Local Plan 2018, policy CC2 of the Core Strategy

2011 and policy DM H3 and DM H4 of the Development Management Local Plan 2013.

- 26) Prior to the commencement of the relevant part of each Development Plot, details and samples of materials, paint colours, stonework, brickwork and ceramic tiles including details of bond, colour, mortar mix and mortar colour to be used for that Development Plot or relevant part thereof on all external faces and roofs of the buildings shall be submitted to and approved in writing by the Local Planning Authority and no part of that Development Plot or relevant part thereof shall be used or occupied prior to the implementation of the approved details. Each Plot or part thereof, of the development shall be carried out in accordance with such details as have been approved.

Details of this condition have been approved (in respect of the use of pre-cast concrete) for Phase 1D under ref: 2017/02085/DET dated 20/10/2017

To ensure a satisfactory external appearance and to prevent harm to the street scene and public realm, in accordance with policies DC1, DC2, DC3, DC7 and DC8 of the Emerging Local Plan 2018, policy BE1 of the Core Strategy 2011 and policies DM G1, DM G2, DM G6 and DM G7 of the Development Management Local Plan 2013.

- 27) Prior to the commencement of the relevant part of each Development Plot the details including detailed drawings in section and elevation at 1:20 and samples for that Development Plot, or relevant part thereof to show details of any proposed cladding, fenestration, glazing, balconies and winter gardens have been submitted and approved in writing by the Local Planning Authority. The development of each Development Plot, or part thereof shall be carried out in accordance with the approved details.

To ensure a satisfactory external appearance, in accordance with policies DC2 and DC8 of the emerging Local Plan 2018, policy BE1 of the Core Strategy 2011 and policy DM G1 and DM G7 of the Development Management Local Plan 2013.

- 28) Prior to the commencement of the relevant part of the development, details including detailed drawings in plan, section and elevation at 1:20 and samples, where appropriate, of all paving and external hard surfaces, boundary walls, railings, gates, fences and other means of enclosure for that phase shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out within each plot, or relevant part thereof, in accordance with the approved details and thereafter permanently retained as such.

To ensure a satisfactory external appearance, in accordance with, policies DC1, DC2 and DC8 of the emerging Local Plan 2018 policy BE1 of the Core Strategy 2011 and policies DM G1 and DM G7 of the Development Management Local Plan 2013.

- 29) Prior to the commencement of the relevant part of each Development Plot details of the proposed hard and soft landscaping, associated with each Development Plot, including planting schedules and details of the species, height and maturity of any trees and shrubs and proposed landscape maintenance and management

shall be submitted to the local planning authority and approved in writing. The approved scheme(s) shall be implemented in the next winter planting season following completion of the building works, or before the occupation and use of any part of the buildings within the relevant development plot, whichever is the earlier. The landscaping shall thereafter be retained and maintained in accordance with the approved details.

To ensure a satisfactory external appearance in accordance with policies DC1 ,OS1 DC2 , OS4 and OS5 of Emerging Local Plan 2018, policies BE1 and OS1 of the Core Strategy 2011 and policies DM G1, DM E3 and DM E4 of the Development Management Local Plan 2013.

- 30) Prior to the commencement of work on the relevant part of each Development Plot, details of green/brown roofs, including planting and maintenance schedules, and ecological enhancement measures for that Development Plot shall be submitted to and approved in writing by the Local Planning Authority. Development shall accord with the details as approved.

To ensure the provision of green and brown roofs in the interests of sustainable urban drainage and habitat provision, in accordance with policies 5.11, 5.13 and 7.19 of the London Plan 2016, policies CC1, CC2, CC4, OS1, OS4 and OS5 of the emerging Local Plan 2018 and policies OS1, CC1, CC4 and H4 of the Core Strategy 2011 and policy DM E3, DM E4, DM H2, and DM H4 of the Development Management Local Plan 2013.

- 31) Prior to commencement of work within the relevant Development Plot, details of a sustainable urban drainage system (SUDS) for each Development Plot shall be submitted to and approved in writing by the council. SUDS schemes shall be implemented in accordance with the approved details prior to first occupation of the relevant part of the development hereby permitted, and thereafter permanently retained and maintained unless otherwise agreed in writing with the Local Planning Authority.

Details for Phase 1D (Development Plots A1, A2 and A3) have been approved pursuant to 2016/02508/DET.

To ensure that surface water run-off is managed in a sustainable manner, in accordance with policy 5.13 of the London Plan (2016), policies CC1, CC2, CC4, OS1, OS4 and OS5 of the emerging Local Plan 2018 and policy CC2 of the Core Strategy 2011.

- 32) Prior to the commencement of work within the relevant Development Plot details of the refuse arrangements including storage, collection and recycling for all uses within each Development Plot shall be submitted to and approved in writing by the Council. The approved details shall be implemented prior to the use or occupation of any part of the relevant Development Plot and shall be maintained permanently thereafter unless otherwise agreed in writing with the Local Planning Authority.

Details for Phase 1D (Development Plots A1, A2 and A3) have been approved pursuant to 2016/02905/DET.

To ensure the satisfactory provision for refuse storage and recycling in accordance with policy CC6 of the Emerging Local Plan 2018, policy CC3 of the Core Strategy and policy DM H5 of the Development Management Local Plan 2013 and the Council's Planning Guidance Supplementary Planning Document.

- 33) Prior to the commencement of works on each Development Plot, an Inclusive Access Management Plan (IAMP) shall be submitted to the LPA and approved in writing which sets out a strategy for ongoing consultation with specific interests groups with regard to accessibility of the relevant part of the site. On-going consultation must then be carried out in accordance with the approved IAMP.

Details for Phase 1D (Development Plots A1, A2 and A3) have been approved pursuant to 2016/03291/DET.

To ensure that the proposal provides an inclusive and accessible environment in accordance with the Policy 7.2 of the London Plan (2016), policies HO6 and E3 of Emerging Local Plan 2018 and policy DM B2 of the Development Management Local Plan 2013 and the Council's Planning Guidance Supplementary Planning Document.

- 34) Prior to commencement of the relevant works within a Development Plot, 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] [basement car park] [communal facilities] [specify other] from [dwellings] [noise sensitive premises]. Details shall demonstrate that the sound insulation value $D_{nT,w}$ [and $L'_{nT,w}$] is enhanced by at least 10-15dB above the Building Regulations value and where necessary, additional mitigation measures are implemented to contain noise from communal areas and machinery so as not to exceed the criteria of BS8233:2014 within dwellings/ noise sensitive premises. Approved details shall be implemented prior to occupation of the development and thereafter be permanently retained.

Details of this condition have been approved in respect of Phase 1D under ref: 2017/01944/DET dated 02/11/2017

To ensure that the amenity of occupiers of the development site/ adjacent dwellings/ noise sensitive premises is not adversely affected by noise, in accordance with Policies CC11 and CC13 of the Emerging Local Plan 2018 and Policies DM H9 and H11 of the Development Management Local Plan.

- 35) Prior to commencement of each phase of the development, unless otherwise agreed in writing with the Local Planning Authority, a noise assessment for the relevant phase of development, shall be submitted to the Council for approval of external noise levels and details of the sound insulation of the building envelope, orientation of habitable rooms away from major noise sources and of acoustically attenuated mechanical ventilation as necessary to achieve 'Good' internal room- and (if provided) external amenity noise standards in accordance with the criteria of BS8233:2014. Approved details shall be implemented prior to occupation of the development and thereafter be permanently retained.

Details for Phase 1D have been approved pursuant to 2016/02885/DET.

To ensure that the amenity of occupiers of the development site is not adversely affected by noise from transport or industrial/ commercial noise sources, in accordance with policies CC11 and CC13 of the Emerging Local Plan 2018, policy CC4 of the Core Strategy 2011 and policies DM H9 and DM H11 of the Development Management Local Plan 2013.

- 36) Prior to commencement of the relevant work within a Development Plot, unless otherwise agreed in writing with the Local Planning Authority, details shall be submitted to and approved in writing by the Council, of the sound insulation of the floor/ ceiling/walls separating noise sensitive premises from non-residential uses (including plant, car park and communal facilities). Details shall demonstrate that the sound insulation value $D_{nT,w}$ [and $L'_{nT,w}$] is enhanced by at least 10-20dB above the Building Regulations value and, where necessary, additional mitigation measures implemented to contain commercial noise within the commercial premises and to achieve the 'Good' criteria of BS8233:2014 within new-build dwellings/ noise sensitive premises. Approved details shall be implemented prior to any occupation of the residential development within the part(s) of the site covered by this condition and shall be permanently retained thereafter .

Details of this condition have been approved in respect of Phase 1D under ref: 2017/01944/DET dated 02/11/2017

To ensure that the amenity of occupiers of the development site within the new-build residential parts of the site will not be adversely affected by noise from transport or industrial/ commercial noise sources, in accordance with policy CC11 of the Emerging Local Plan 2018, policy CC4 of the Core Strategy 2011 and policy DM H9 of the Development Management Local Plan 2013

- 37) Prior to commencement of the relevant work within a Development Plot or relevant part thereof, unless otherwise agreed in writing with the Local Planning Authority, details shall be submitted to and approved in writing by the Council, of an enhanced sound insulation value $D_{nT,w}$ and $L'_{nT,w}$ for the floor/ceiling/ wall structures separating different types of rooms/ uses in adjoining dwellings, namely living room and kitchen adjoining bedroom of separate dwelling. The enhanced values shall be 5dB more stringent than the requirements of Approved Document E of the Building Regulations. Approved details shall be implemented prior to occupation of the relevant phase of development and thereafter be permanently retained.

Details of this condition have been approved in respect of Phase 1D under ref: 2017/01870/DET dated 27/07/2017

To ensure that the amenity of occupiers of the development site is not adversely affected by noise, in accordance with policy CC11 of the Emerging Local Plan 2018 and policy CC4 of the Core Strategy 2011 and policy DM H9 of the Development Management Local Plan 2013.

- 38) Prior to commencement of works on the relevant part of each Development Plot, details shall be submitted to and approved in writing by the Council, of building vibration levels (generated by the railway), together with appropriate mitigation measures where necessary. The criteria to be met and the assessment method shall be as specified in BS 6472:2008. No part of the relevant development plot

shall be occupied until the approved details have been implemented. Approved details shall thereafter be permanently retained.

Details of this condition have been approved in respect of Phase 1D under ref: 2017/01561/DET dated 21/07/2017

To ensure that the amenity of occupiers of the development site is not adversely affected by ground- or airborne vibration, in accordance with policy CC11 of the Emerging Local Plan 2018 and policy CC4 of the Core Strategy 2011 and policy DM H9 of the Development Management Local Plan 2013.

- 39) Prior to commencement of the relevant work within a development Plot or part thereof, unless otherwise agreed in writing with the Local Planning Authority, details shall be submitted to and approved in writing by the Council, of the external noise level emitted from plant/ machinery/ equipment. The measures shall ensure that the external noise level emitted from plant, machinery/ equipment will be lower than the lowest existing background noise level by at least 10dBA, by 15dBA where the source is tonal, as assessed according to 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 noise 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 CC11 and CC13 of the Emerging Local Plan 2018 and Policies DM H9 and H11 of the Development Management Local Plan.

- 40) Prior to the commencement of works on the relevant part of each Development Plot, details of the mitigation measures (e.g. mechanical ventilation or NOx filters) to be installed within the residential component shall be submitted to the local planning authority in writing, for approval. The details shall include the method by which clean air will be supplied to residential areas which exceed national air quality objectives. Chimney/boiler flues and ventilation extracts must be positioned a suitable distance away from ventilation intakes, balconies, roof gardens, terraces and receptors to reduce exposure of occupants to acceptable levels. The measures will be implemented in accordance with the approved plans and retained until no longer required to supply clean air. The maintenance of the system implemented shall be undertaken regularly in accordance with the manufacturer specifications and shall be the responsibility of the primary owner of the relevant building.

To ensure that the residential buildings have access to satisfactory air quality levels and are not unduly affected by odour and disturbance in accordance with policy CC10 of the Emerging Local Plan 2018 and policy CC4 of the Core Strategy 2011 and policy DM H8 of the Development Management Local Plan 2013.

- 41) Prior to commencement of works on the relevant part of each Development Plot, details of the installation, operation, and maintenance of the best practicable odour

abatement equipment and extract system shall be submitted to and approved in writing by the Local Planning Authority, including the height of the extract duct and vertical discharge outlet, in accordance with the 'Guidance on the Control of Odour and Noise from Commercial Kitchen Exhaust Systems' January 2005 by DEFRA. Approved details shall be implemented prior to occupation of the relevant development plot or part thereof and thereafter be permanently retained, unless subsequently otherwise approved in writing by the Local Planning Authority.

To ensure that nearby premises are not unduly affected by odour and disturbance in accordance with policy CC10 of the Emerging Local Plan 2018, policy CC4 of the Core Strategy 2011 and policy DM H8 of the Development Management Local Plan 2013.

- 42) Prior to the completion of the basement slab within each Development Plot, or relevant part thereof, a Low Emission Strategy shall be submitted to and approved in writing by the Council in respect of the relevant Development Plot within the specified area or part thereof. The low emission strategy must undertake a calculation based on the total NO_x and PM₁₀ emissions from the baseline situation as established in the Environmental Statement and shall compare them with the proposed uses within the relevant plots, building, or phase. This shall include transport sources and all major combustion plant including, boilers, energy plant and emergency generators for the relevant Plot. The strategy shall detail all calculations and assumptions used in full. The strategy should detail the measures that will be taken to reduce the development's air quality impacts and minimising exposure of future site users.

Any natural gas boiler proposed on the relevant Development Plot should meet a NO_x emissions standard of 40mg/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. Any such boiler emission abatement measures approved by the Council shall be implemented in accordance with the relevant approved strategy.

To ensure the development's air pollution impacts are mitigated in accordance with the requirements of Policy 7.14 of the London Plan (2016), policy CC10 of the Emerging Local Plan 2018, policy CC1 of the London Borough of Hammersmith Core Strategy (2011) and policy DM H8 of the Development Management Local Plan 2013.

- 43) The approved remediation measures for television interference (approved pursuant to 2016/02812/DET) shall be implemented for each phase immediately after any television interference is identified in accordance with details approved pursuant to 2016/02812/DET unless otherwise agreed in writing with the Local Planning Authority.

To ensure that television interference caused by the development is remediated, in accordance with Policy 7.7 of the London Plan (2016), policy DC1, DC2 and DC3 of the Emerging Local Plan 2018, policy BE1 CC4 of the Core Strategy 2011 and policy DM G1 and DM G2 of the Development Management Local Plan 2013.

- 44) Prior to commencement of works above ground level within any Development Plot, details of micro climate mitigation measures necessary to provide an appropriate wind environment throughout and surrounding the development shall be submitted to and approved in writing by the Council. Approved details shall be implemented, and permanently retained thereafter.

To ensure that suitable measures are incorporated to mitigate potential adverse wind environments arising from the development, in accordance with policies 7.6 and 7.7 of the London Plan (2016).

- 45) Prior to first occupation of each development plot, a Sustainable Design and Construction Statement shall be submitted to the Local Planning Authority for approval.

(i) The Sustainable Design and Construction Statement shall confirm the details of the measures, in accordance with the approved (relevant) Energy Strategy, Sustainability Statement and Approved Drawings which accompany the planning application and any subsequent reserved matters, that have been implemented on the site, within the relevant phase, that ensures high standards of sustainable design and construction have been achieved in compliance with the Mayor's Supplementary Planning Guidance.

(ii) Where necessary, evidence (e.g. photographs, copies of installation contracts and as-built worksheets prepared under SAP or the National Calculation Method), including evidence that the internal water consumption of the development will not exceed 105l/p/day must be submitted to the Local Planning Authority to demonstrate that the development has been carried out in accordance with the approved energy strategy, and to reduce the consumption of potable water through the use of water efficiency and recycling systems, unless otherwise agreed in writing by the local planning authority.

All measures integrated shall be retained for the lifetime of the development.

In the interests of sustainability, in accordance with policies 5.15 of the London Plan (2016), policy CC3 of the emerging Local Plan 2018, policy DM H3 of the Development Management Local Plan 2013 and the Mayor's Supplementary Planning Guidance on Sustainable Design and Construction.

- 46) Within a month of handover of any non-residential component of the development, a BREEAM (2011 or any such further current iteration as relevant at the time of submission)) assessment report shall be submitted to the BRE (with a copy of the report provided to the Local Planning Authority) demonstrating that the building(s) would achieve a 'Very Good' BREEAM rating.

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) policies CC1 and CC2 of the Emerging Local Plan 2018, Policy CC1 of the Core Strategy 2011 and policy DM H1 and DM H2 of the Development Management Local Plan 2013.

- 47) Details including the locations of the benches, litter bins and signage shall be submitted to and approved in writing by the local planning authority, prior to

occupation of the relevant Development Plot. The street furniture listed above shall be designed and sited to be fully inclusive and accessible for all users and will not provide any obstruction to disabled persons or people of impaired mobility and/or sight. The relevant development plot shall not be open to users until the benches, litter bins and signage as approved have been provided, and must be permanently retained thereafter.

To ensure the satisfactory provision of facilities, in accordance with policies OS2 and OS3 of the Emerging Local Plan 2018, policy OS1 of the Core Strategy 2011 and policies DM E1 and DM E2 of the Development Management Local Plan 2013 and to ensure the development is fully inclusive and accessible for all users, in accordance with Policy 3.1 and 7.2 of the London Plan 2016, policy T1 of the Core Strategy 2011 and the Council's "Planning Guidance" Supplementary Planning Document.

- 48) Prior to first occupation of each Development Plot, details of the facilities to be provided for the secure storage of residents' and other users' bicycles for that Development Plot shall be submitted to and approved in writing by the Council. Such details shall include the number, location and access arrangements to cycle parking in the relevant Plot. No residential or commercial units shall be occupied in the relevant Plot until the relevant approved facilities have been provided. The cycle parking facilities shall thereafter be retained and not used for any other purpose without the prior written consent of the Council.

To ensure the suitable provision of cycle parking within the Development to meet the needs of future site occupiers and users and in the interest of the appearance of the development, in accordance with Policies 6.9 and 6.13 of the London Plan (2016) and Table 6.3 of the London Plan (2016), policies T1 and T3 of the Emerging Local Plan 2018 and policy DM J5 of the Development Management Local Plan 2013.

- 49) Prior to first occupation of any residential or commercial use within each Development Plot a site servicing strategy or Delivery and Servicing Plan(DSP), including vehicle tracking, for the relevant Development Plot shall be submitted to and approved in writing by the Council. The DSP shall detail the management of deliveries, emergency access, collection of waste and recyclables, times and frequencies of deliveries and collections/ silent reversing methods/ location of loading bays and vehicle movement in respect of the relevant Plot. The approved measures shall be implemented and thereafter retained for the lifetime of the residential or commercial uses in the relevant part of the site.

In order to ensure that satisfactory provision is made for refuse storage and collection and to ensure that the amenity of occupiers of the development site and surrounding premises is not adversely affected by noise, in accordance with Policy 6.11 of the London Plan (2016), policy CC1 of the Emerging Local Plan 2018, policy CC4 of the Core Strategy 2011 policy DM H9 of the Development Management Local Plan 2013 and the Council's Supplementary Planning Document 'Storage of Refuse and Recyclables'.

- 50) Prior to first occupation of each Development Plot, details of the installation including location and type of active electric vehicle charging points within the car parking areas for the relevant Plot must be submitted to and approved in writing by

the Council. The electric vehicle charging points comprising at least 20% of the total number of residential car parking spaces provided on each Plot shall be active electric vehicle charging points; a further 20% of the total number of residential car parking spaces provided on each Plot shall be passive. The approved electric vehicle charging points shall be installed and retained in working order for the lifetime of the relevant development on each Plot. 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 (2016), policies CC1 and T4 of the Emerging Local Plan 2018, policies CC1 and T1 of the London Borough of Hammersmith and Fulham Core Strategy (2011) and policy DM J2 of the Development Management Local Plan 2013.

- 51) Prior to first occupation of each relevant Development Plot, a scheme which demonstrates how daytime deliveries and stopping by Blue Badge Holder vehicles and taxis outside buildings on the site will be managed, in the absence of kerbs and vehicular entries into the envelopes of individual buildings pull-ins, in such a way as to avert the risk of blind people colliding with stopped vehicles shall be submitted to and approved in writing by the local planning authority. The scheme shall be implemented in accordance with the approved details prior to first occupation of the relevant part of the development.

To ensure that deliveries and dropping off can occur without compromising highway safety or the safety of pedestrians on the footway, in accordance with policy 7.2 of the London Plan (2016), policies T1 and T5 of the Emerging Local Plan 2018, policy T1 of the Core Strategy 2011 and policy DM J4 of the Development Management Local Plan 2013 and the Council's "Planning Guidance" Supplementary Planning Document.

- 52) Prior to occupation of the relevant Development Plot, details of all proposed external artificial lighting for the Development Plot, including security lights, shall be submitted to and approved in writing by the Council. The relevant Development Plot shall not be occupied until the lighting has been installed in accordance with the relevant approved details. Such details shall include the number, exact location, height, design and appearance of the lights, together with data concerning the levels of illumination at the nearest facade and light spillage and the specific measures, having regard to the recommendations of the Institution of Lighting Engineers in the 'Guidance Notes For The Reduction Of Light Pollution 2011' (or other relevant guidance).

To ensure that adequate lighting is provided to the pedestrian pathways for safety and security and that the lighting does not adversely affect the amenities of occupiers of the surrounding premises, in accordance with Policies 7.3 and 7.13 of the London Plan (2016), policies CC12, DC1 and DC2 Emerging Local Plan 2018, policy BE1 of the Core Strategy (2011) and policy DM G1 of the Development Management Local Plan (2013) and the Council's Supplementary Planning Document (2013).

- 53) Prior to first occupation of each Development Plot, a statement of how "Secured by Design" requirements are to be adequately achieved for that part of

development, shall be submitted to and approved in writing by the Local Planning Authority. The approved secure by design measures shall be implemented in accordance with the approved statement prior to occupation of the relevant part of the development hereby approved.

To ensure a safe and secure environment in accordance with policy 7.3 of the London Plan (2016), policies DC1 and DC2 of the Emerging Local Plan 2018, policy BE1 of the Core Strategy and policy DM G1 of the Development Management Local Plan 2013.

- 54) Any tree or shrub planted pursuant to approved landscape details that is removed or severely damaged, dying or becoming seriously diseased within 5 years of planting shall be replaced with a new tree or shrub of similar size and species to that originally required to be planted.

To ensure a satisfactory provision for planting, in accordance with policy 7.21 of the London Plan (2016), policies OS1 and OS2 of the Emerging Local Plan 2018, policy OS1 of the Core Strategy 2011 and policy DM E4 of the Development Management Local Plan 2013.

- 55) Any works to tree(s) on the site shall be carried out only in the following manner, in accordance with British Standard 3998:1989 - Recommendations for Tree Work:

To ensure that the Council is able to properly assess the impact of the development on any trees and to prevent their unnecessary loss, in accordance with policy 7.21 of the London Plan (2016), policies OS1, OS2 and OS4 of the Emerging Local Plan 2018, policy OS1 of the Core Strategy 2011 and policies DM E3 and DM E4 of the Development Management Local Plan 2013.

- 56) The development shall be carried out in accordance with the approved Energy Strategy (Dated September 2014) prepared by Hodkinson Consultancy which would result in a 41% reduction in regulated carbon dioxide emissions unless otherwise agreed under the terms of this condition. Any revised energy strategy for the development site shall be submitted to the Local Planning Authority for approval, in writing and shall result in regulated carbon dioxide reductions which would not be less than 41%. The development shall be implemented and operated in accordance with any subsequent approved revised energy strategy.

To ensure that the development is consistent with the Mayor's carbon emissions objectives in accordance with Policies 5.5, 5.6, 5.7, 5.8 and 5.9 of the London Plan (2016) and in accordance with policies CC1 and CC2 of the Emerging Local Plan 2018, policy CC1 of the Core Strategy 2011 and policy DM H1 and DM H2 of the Development Management Local Plan 2013.

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

To ensure that the amenity of occupiers of the development site and surrounding premises is not adversely affected by vibration, in accordance with policy CC11 of

the Emerging Local Plan 2018, Policy CC4 of the Core Strategy 2011 and policy DM H9 of the Development Management Local Plan 2013.

- 58) The residential car parking provision for the development shall not exceed 586 car parking spaces or as spaces per residential unit ratio of 0.4 on the whole site, unless otherwise agreed in writing by the Council.

To avoid creating unacceptable traffic congestion on the surrounding road network and to ensure there would be adequate parking for the development, in accordance with policies 6.13 and 7.2 of the London Plan (2016), policy T4 of the Emerging Local Plan 2018 and policy DM J2 of the Development Management Local Plan 2013 and the Council's Planning Guidance Supplementary Planning Document.

- 59) A minimum of 10% of the residential car parking spaces approved shall be provided and maintained for use of wheelchair users.

To ensure the suitable provision of car parking within the development to meet sustainable transport objectives, in accordance with policies 6.13 and 7.2 of the London Plan (2016), policy T5 of the Emerging Local Plan 2018 and policy DM J4 of the Development Management Local Plan 2013 and the Council's "Planning Guidance" Supplementary Planning Document.

- 60) (a) The units shown on Wheelchair Accessible Flat Plan Layouts (Drawing No's D398-A-STO-B2-SK-XX-7002 Rev P03, D398-A-STO-B2-SK-XX-7003 Rev P03, D398-A-STO-B2-SK-XX-7004 rev P03, D398-A-STO-B2-SK-XX-7005 Rev P03, D398-A-STO-B2-SK-XX-7006 Rev P02, D398-A-STO-B3-SK-XX-7060 Rev P03) within Buildings A1, A2 and A3 (detailed component) hereby approved shall be provided to meet Building Regulation requirement M4(3) as depicted in the following Drawing Nos. and retained as such, unless otherwise agreed in writing by the Local Planning Authority:

PTA-425-A-PL-AP-L01 Rev PL5
PTA-425-A-PL-AP-L02 Rev PL5
PTA-425-A-PL-AP-L03 Rev PL5
PTA-425-A-PL-AP-L04 Rev PL5
PTA-425-A-PL-AP-L05 Rev PL5
PTA-425-A-PL-AP-L06 Rev PL5
PTA-425-A-PL-AP-L07 Rev PL5
PTA-425-A-PL-AP-L08 Rev PL5
PTA-425-A-PL-AP-L09 Rev PL5
PTA-425-A-PL-AP-L10 Rev PL5
PTA-425-A-PL-AP-L11 Rev PL5

(b) All other remaining units shown on the plans hereby approved for buildings A1, A2 and A3 (detailed component) shall be built to be broadly in compliance with the requirements of Building Regulation M4(2) as demonstrated in the information submitted (White City Part M Review Phase 01 - Buildings 1, 2 and 3 received 24 November 2016), unless otherwise agreed in writing by the Local Planning Authority.

c) 10% of the total residential units hereby approved for the remainder of the site shall be provided to meet Building Regulation requirement M4(3) or adaptable to this standard and retained as such, unless otherwise agreed in writing by the Local Planning Authority.

d) All other remaining residential units hereby approved for the remainder of the site shall be provided to meet Building Regulation requirement M4 (2) 'accessible and adaptable dwellings', unless otherwise agreed in writing by the Local Planning Authority.

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), policies DC1, HO6, CC5 and E3 of the Emerging Local Plan 2018, 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).

- 61) The window glass of any shopfront hereby approved shall be clear and shall not be mirrored, tinted or otherwise obscured and shall be permanently retained as such.

To ensure a satisfactory external appearance and to prevent harm to the street scene, in accordance with policies DC1 and DC5 Emerging Local Plan 2018, policy BE1 of the Core Strategy 2011, policy DM G4 and DM C1 of the Development Management Local Plan 2013 and "Planning Guidance" Supplementary Planning Document 2013.

- 62) The ground floor entrance doors to all publicly accessible buildings on each Development Plot and integral lift/stair cores shall not be less than 1 metre wide and the threshold shall be at the same level to the path fronting the entrance to ensure level access.

In order to ensure the development provides ease of access for all users, in accordance with Policy 3.1 and 7.2 of the London Plan (2016), policies DC1 and DC5 of the Emerging Local Plan 2018 and the Council's adopted supplementary planning document.

- 63) No roller shutters shall be installed on any shopfront, commercial entrance or display facade hereby approved.

To ensure a satisfactory external appearance and to prevent harm to the street scene, in accordance with policies DC1 and DC5 of the Emerging Local Plan 2018, policy BE1 of the Core Strategy 2011, policy DM G4 and DM C1 of the Development Management Local Plan 2013 and "Planning Guidance" Supplementary Planning Document 2013.

- 64) No advertisements shall be displayed on or within any elevation of the buildings, forecourt or public spaces without details of the advertisements having first been submitted to and agreed in writing by the Council.

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 DC1 and DC9 of the Emerging Local Plan 2018, policy BE1 of the Core Strategy 2011 and policy DM G8 of the Development Management Local Plan 2013.

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

To ensure that the visual impact of telecommunication equipment can be considered in accordance with policy DC1 of the emerging Local Plan 2018, policy BE1 of the Core Strategy (2011) and SPD Design Policy 39 of the Planning Guidance Supplementary Planning Document 2013.

- 66) No alterations shall be carried out to the external appearance of the development hereby approved, including the installation of air conditioning units, water tanks, ventilation fans or extraction equipment, not shown on the approved drawings.

To ensure a satisfactory external appearance and prevent harm to the street scene, and to safeguard the amenities of neighbouring residential occupiers, in accordance with policy DC1 and DC2 of the emerging Local Plan 2018, policy BE1 of the Core Strategy 2011 and policy DM G3 of the Development Management Local Plan 2013 and "Planning Guidance" Supplementary Planning Document 2013.

- 67) With the exception of the Class A4 use, the Class A uses hereby permitted shall operate only between 0700 hours and 2400 hours, on weekdays and on Saturdays and on 0700 hours to 2300 hours on Sundays and Bank Holidays.

To ensure that the amenities of surrounding occupiers are not unduly affected by noise and other disturbance, in accordance with policy CC11 of the Emerging Local Plan 2018, policy CC4 of the Core Strategy 2011 and policy DM H9 of the Development Management Local Plan 2013.

- 68) The number of non-residential car parking spaces shall not exceed 5 car parking spaces.

To avoid creating unacceptable traffic congestion on the surrounding road network and to ensure there would be adequate parking for the development, in accordance with in accordance with policies 6.13 and 7.2 of the London Plan (2016), policies T1, T2, T3 and T4 of the Emerging Local Plan 2018, policy T1 of the Core Strategy (2011) and policy DM J1, DM J2 and DM J3 of the Development Management Local Plan (2013).

- 69) Any outdoor seating areas in connection with the Class A3 floorspace hereby

approved shall operate within the following hours only:

Monday to Saturday: 0700 to 2200 hours

Sunday and Public Holidays 0700 to 2200 hours

The outdoor seating areas will be closed outside of these hours and any temporary seats/tables shall be removed and stored internally within the A3 unit(s).

To ensure that the development does not result in conditions prejudicial to the amenities of local residents by reason of noise and disturbance in accordance with policy CC11 of the Emerging Local Plan 2018, Strategic Policy C and policy CC4 of the Core Strategy 2011 and policy DM C6 and DM H9 of the Development Management Local Plan 2013.

- 70) Neither music nor loud voices emitted from the development shall be audible/measurable above the lowest background noise level at the nearest or most affected external residential noise sensitive facade and should be at least 10 dB below the quiet background inside any dwelling.

To ensure that the amenity of occupiers of the development site/ surrounding premises is not adversely affected by noise, in accordance with policies CC11 and CC13 of the Emerging Local Plan 2018, Policies DM H9 and H11 of the Development Management Local Plan.

- 71) There shall be no construction above the first floor to any Development Plot until the following information has been submitted to 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.

ii) the implementation of the Scheme of Mitigation Works for the purposes of ensuring no material impact during the construction of the development identified by the Base-Line Study.

Such Scheme of Mitigation Works shall be first submitted to and approved in writing by the Council.

Details for this condition have been approved for Phase 1D under 2017/02089/DET dated 26/09/2017

To ensure that the existing airwaves reception at the adjacent sites is not adversely affected by the proposed development, in accordance with policy 7.13 of the London Plan (2016).

- 72) There shall be no occupation of any Development Plot until the following information has been submitted to the Local Planning Authority:

i) the completion of a Post-Construction Airwaves Study (the Post-Construction Study) to minimise detrimental impacts to airwaves reception attributable to the development

ii) the implementation of a Scheme of Mitigation Works for the purpose of ensuring no material impact to the airwave reception attributable to the development identified by the Post-Construction Study, shall take place within 3 months of the submission of the Post Construction Study.

Such Scheme of Mitigation Works shall be first submitted to and approved in writing by the Council.

To ensure that the existing airwaves reception within/adjacent to the development site is not adversely affected by the proposed development, in accordance with policy 7.13 of the London Plan (2016).

- 73) An Ecological Management Plan shall be submitted to and approved in writing by the Local Planning Authority, prior to the completion of each Development Phase. The EMP shall comprise a habitat management plan and monitoring report which shall set out objectives and prescriptions for the management of new areas of vegetation and public open spaces within the development, for a minimum period of 5 years, unless otherwise agreed in writing with the Local Planning Authority.

To ensure the biodiversity of the site is protected and enhanced where possible, in accordance with policy 7.19 of the London Plan (2016) policies OS1 OS2 and OS3 of the Emerging Local Plan 2018 and policies OS1 and CC4 of the Core Strategy 2011 and policy DM E3 and DM H2 of the Development Management Local Plan 2013.

- 74) Notwithstanding the information in the landscape drawings hereby approved, an urban realm strategy which includes detailed drawings of the shared surfaces, methods of delineation of the vehicular and pedestrian areas and samples of materials shall be submitted to the local planning authority and approved in writing prior to the commencement of the relevant work within each Development Plot, or relevant part thereof. The urban realm strategy for the relevant Development Plot shall demonstrate how the shared surfaces would adhere to the guidance set out in Department of Transport Note LTN1/11 "Shared Space" October 2011 (or any other relevant guidelines). Such details shall be implemented in accordance with the approved plans and permanently retained thereafter.

To ensure that the proposal provides an inclusive and accessible environment in accordance with Policy 7.2 of the London Plan (2016), policy DC1,OS2 and OS3 of the emerging Local Plan 2018, policy T1 of the Core Strategy 2011, and the Council's Supplementary Planning Document.

- 75) No development (except for the approved Enabling Works and demolition) shall commence within each Development Plot until full details of the internal roads and the vehicle/pedestrian access points, including details of any street level car parking arrangements, in respect of the relevant Development Plot have been submitted and shall be implemented in accordance and thereafter retained in accordance with the approved details.

Details for Phase 1D (Development Plots A1, A2 and A3) have been approved pursuant to 2016/03120/DET.

To ensure there is sufficient circulation space for pedestrians, servicing and other vehicles and provide the surface level car parking to meet the needs of future site occupiers and users, in accordance with policies 6.13 and 7.2 of the London Plan (2016), policies T4 and T6 of the Emerging Local Plan 2018 and policies DM J2 and DM J4 of the Development Management Local Plan 2013 and the Council's Planning Guidance Supplementary Planning Document.

- 76) Notwithstanding the glazing details specified in the approved plans for plots A1, A2 and A3 detailed specification of the external glazing including samples, where relevant alongside a technical report (prepared by a qualified Structural Blast Engineer (SBE)) detailing the required standard of blast resistant external and internal glazing as well as any non-glazed facades shall be submitted to the local authority prior to commencement of works on that relevant part that demonstrates that the glazing will be blast resistant, relevant to these plots. The SBE report will include the standard of floor slabs and supporting structures columns above and below proposed internal/undercroft parking areas, including loading areas, to help mitigate a progressive structural collapse. Such details shall be implemented, as approved and shall be permanently retained thereafter.

Details for this condition have been approved under ref: 2017/04079/DET
15/01/2018

In order to ensure that the proposals deliver a high standard of design in accordance with policies BE1 of the Core Strategy (2011), Policies 7.4 and 7.13 of the London Plan (2016), policies DC1 and DC4 of the emerging Local Plan 2018, policies DM G4 and DM C1 of the Development Management Local Plan 2013 and "Planning Guidance" Supplementary Planning Document.

- 77) Details of a revised Road Safety Audit shall be submitted to the local planning authority for approval, prior to commencement of works on the bridge and/or vehicular access to the site (whatever the earlier). The Revised Road Safety Audit would need to consider the ornamental gap enclosure between the two bridges and the impacts this has on highway safety

Details for this condition have been approved under 2016/00977/DET.

In order to ensure the bridge does not compromise highway safety or the safety of pedestrians on the footway, in accordance with policy 7.2 of the London Plan (2016), policy T1 of the emerging Local Plan 2018, policy T1 of the Core Strategy 2011 and policy DM J4 of the Development Management Local Plan 2013 and the Council's "Planning Guidance" Supplementary Planning Document.

- 78) At the reserved matters stage, the northern non-principal elevations of Blocks B1 and D1 must be designed so that the number of habitable room windows is minimised. In addition, where habitable and non-principal windows are formed within these elevations, the details these shall be submitted to the local planning authority for approval in writing. '

To ensure that the proposed location of Blocks B1 and D1 does not prejudice the redevelopment of the land to the north and to enable an acceptable residential environment to be achieved for future residents in accordance with Strategic Policies WCOA and C and policy BE1 of the Core Strategy 2011 and policies DM

A2, DM A9 and DM H9 of the Development Management Local Plan 2013 and Supplementary Planning Guidance and policies WCRA, DC1, H01, HO11 and CC11 of the emerging Local Plan 2018 and Supplementary Planning Guidance (2018).

- 79) The following non-principal elevations of the outline components shall be designed in such a way as to minimise direct overlooking between the plot and the directly adjacent development (where the details are known).

South elevation of B1
South elevation of D1
North elevation of E1

Where the details of the opposing Development Plot are unknown, the plot (relevant to the submitted details) shall be designed to include a combination of bay windows, obscure glazing or oriel style windows to any habitable or non-habitable room. No balconies or winter gardens will be permitted on these elevations.

To prevent direct overlooking between windows within the non-principal elevations between development plots in order to ensure the proposed residential units will have good levels of privacy, in accordance with Strategic Policy C and policy CC4 of the Core Strategy 2011 and policies DM A2, DM A9 and DM H9 of the Development Management Local Plan 2013 and policies DC1, HO4, HO11 and CC11 of the Local Plan 2018.

- 80) Prior to the commencement of the relevant part of the development, a revised Air Quality Assessment of the impacts from the chosen energy plant must be submitted to and approved in writing by the Council. The air quality assessment must include a combined dispersion modelling exercise that takes into account the emissions from the proposed plant, transport and local concentrations of NO_x and PM₁₀ in order to inform the mitigation strategy. The air quality assessment must show the impacts on concentrations of these pollutants at the different heights where receptors are located (including windows that can be opened, balconies, terraces and roof gardens). The assessment must address whether the development is air quality neutral according to GLA guidance and identify mitigation measures as appropriate.

to comply with the requirements of the NPPF (2012), Policies 7.14a-c of the London Plan (2016) and Policy DM H8 of the Development Management Local Plan (2013) and policy CC10 of the emerging Local Plan (2018).

- 81) Prior to occupation evidence must be submitted and approved in writing by the Council, that show that the CHP units, abatement technologies and boilers installed comply with the Air Quality Assessment submitted as part of the planning application 2014/04726/OUT and the emissions standards set out within the agreed Low Emission Strategy, (CHP and boiler NO_x emissions). The CHP plant shall meet a minimum Band 'B' emissions standard of 95g/Nm² (at 5% O₂). The submitted evidence must comply with the Mayor of London SPG 'Sustainable design and Construction' April 2014 guidance and include the results of NO_x emissions testing of the CHP unit by an accredited laboratory. Where any combustion plant does not meet the relevant standard it should not be operated

without the fitting of suitable NOx abatement equipment or technology (evidence of installation shall be required).

To comply with the requirements of the NPPF, Policies 7.14a-c of the London Plan (2016) and Policy DM H8 of the Development Management Local Plan (2013) and policy CC10 of the emerging Local Plan (2018).

- 82) Notwithstanding the elevational/external facade details illustrated in the drawings PTA-425-LA-LP-PL-P1-SEC01 P1, PTA-425-LA-LP-PL-P1-SEC -02 P1, PTA-425-LA-LP-PL-P1-SEC-03 PL1 and PTA-425-LA-LP-PL-E-01 PL1;

(a) The bridge, as approved within the detailed design shall be carried out in accordance with the details approved under 2016/00936/DET

(b) Prior to the commencement of works to the relevant part of the bridge, samples of materials and details of the execution of lighting shall be submitted and approved in writing by the Local Planning Authority. The bridge construction shall be carried out in accordance with the approved details.

(c) Prior to the completion of the bridge details of the advertisement zones and any public art shall be submitted and approved in writing by the Local Planning Authority. Future advertisements and public art shall be positioned in accordance with the approved details.

To ensure a satisfactory external appearance of the bridge in order to emphasise the important gateway to the site in accordance with policy WCOA, WCOA1 and BE1 of the Core Strategy 2011 and policy DM G1 and DM G7 of the Development Management Local Plan 2013 policies DC1, DC2, DC8, DC9 WCRA and WCRA 1 of the emerging Local Plan (2018)..

- 83) Prior to the commencement of the works on Plots C1 and E1 (the towers), in addition to the samples of all external materials (required in condition 26), a supporting statement shall be submitted to the local planning authority for approval in writing setting out the detailed specifications of each material indicating performance, sustainability rating, impacts from weathering and exposure to pollution sources in order to demonstrate that the materials are of the highest quality. The development shall be carried out in accordance with such details as have been approved.

To ensure the external appearance and environmental performance of the tall building is of the highest quality and to prevent harm to the street scene and public realm, in accordance with policies 5.3, 7.6 and 7.7 of the London Plan (2016), policy BE1 of the Core Strategy 2011 and policies DM G1 and DM G2 of the Development Management Local Plan 2013 and White City Opportunity Area Planning Framework (2013) and policies DC1, DC2 and DC3 of the emerging Local Plan (2018).

- 84) Prior to first occupation of any part of the residential buildings, a car parking management plan for the relevant Development Plot(s) shall be submitted to and approved in writing by the Council detailing allocation of car parking spaces to residents, visitors and location of electric charging points (at least 20% of car

parking spaces and 10% for non-residential car parking spaces). The development shall be carried out in accordance with the approved details.

To ensure the appropriate distribution of specialist parking in the development and that all spaces can be readily accessed by vehicles, in accordance with policies 6.13 and 7.2 of the London Plan (2016) and policy T1 of the Core Strategy 2011 and policy DM J2 of the Development Management Local Plan 2013 policies T1 and T4 of the emerging Local Plan (2018).

- 85) (i) In respect of Phase 1D, prior to commencement of the relevant works on that phase or relevant part thereof, an overheating assessment which demonstrates that all dwellings in that phase would pass Criterion 3 of Part L 2013 with no more than a 'slight' risk of overheating shall be submitted to the local planning authority and approved in writing. The assumptions used in the assessment in relation to openable windows and ventilation rates shall be clearly stated within the submission.
- (ii) In respect of Phases 2, 3A,4A, 4B, 4C, 5A and 5B, prior to commencement of any phase or relevant part thereof, a dynamic overheating assessment which is in line with CIBSE Guides TM52 and TM49 shall be submitted to the local planning authority and approved in writing .The assumptions used in the assessment in relation to openable windows and ventilation rates shall be clearly stated within the submission.

All measures integrated shall be retained for the lifetime of the development.

In order to demonstrate that the dwellings are not at risk of overheating in accordance with policies 5.15 of the London Plan (2016), policy DM H3 of the Development Management Local Plan 2013 and the Mayor's Supplementary Planning Guidance on Sustainable Design and Construction and policy CC3 of the emerging Local Plan (2018).

- 86) Prior to the commencement of the relevant part of the development, details shall be submitted to and approved in writing by the Council of all Non-Road Mobile Machinery (NRMM) to be used on the development plot. All NRMM to be used on Phases 1C and 1D should meet as minimum the Stage IIIA emission criteria of Directive 97/68/EC and its subsequent amendments. All NRMM to be used on all subsequent phases of development 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>. All NRMM should be regularly serviced and service logs kept on site for inspection. Records should be kept on site which details proof of emission limits for all equipment.

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) and policy CC10 of the emerging Local Plan (2018).

- 87) No development (with the exception of the approved works relating to Phases 1A and 1B) shall commence until an Air Quality Dust Management Plan (AQDMP) is

submitted to and approved in writing by the Council. The AQDMP must include a 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) and appendices (5,7,8,9) of the Majors SPG and should include an Inventory and Timetable of dust generating activities during demolition and construction; Dust and Emission control measures including on-road construction traffic e.g. use of Low Emission Vehicles; Non-Road Mobile Machinery (NRMM). Air quality monitoring of PM10 should be undertaken where appropriate and used to prevent levels exceeding predetermined Air Quality threshold trigger levels. Developers must ensure that on-site contractors follow best practicable means to minimise dust and emissions at all times.

To comply with the requirements of the NPPF (2012), Policies 7.14a-c of the London Plan (2016) (including 2013 alterations), Core Strategy 2011 Policy CC4, Policy DM H8 of the Development Management Local Plan (2013) and Policy CC10 of the (Emerging) Local Plan (2018).

Justification for Approving the Application:

- 1) The proposed changes would constitute a material change within the context of the extant planning permission scheme and they therefore meet the requirements to be processed under Section 73 of the Town and Country Planning Act 1990.

Principle of Development/Regeneration: The principle of a comprehensive residential led mixed use redevelopment of the site including residential, retail, restaurant, café, office, community and leisure uses is considered to be acceptable and in accordance with national, strategic and local planning policies, which advocate making the most efficient use of brownfield land in sustainable locations. The proposals, as amended, are considered to make an important contribution towards meeting local and strategic housing needs and would also create a vibrant and creative place with a stimulating and high quality environment where people will want to live, work, shop and spend their leisure time. The proposed development, as amended, would contribute to the regeneration of the area by providing significant areas of new public realm which serve the needs of the wider area as well as those in the development, improving linkages, movement through and connections within the area. The relatively small size and location of the proposed (increased) retail and leisure uses would not compromise the vitality or viability of surrounding centres. The proposed development, as amended would contain appropriate land uses that are compatible with the White City Opportunity Area which is well served and accessible by public transport. The proposed development is therefore considered acceptable, on balance, and in accordance with policies 2.13, 2.15, 3.3, 3.4 of the London Plan (2016) and Strategic Policies WCOA, WCOA1, A, B, C and H1 of the Core Strategy (2011) and White City Opportunity Area Planning Framework (2013) and policies WCRA, WCRA1, DC1, DC2 and DC3 of the emerging Local Plan (2018).

Housing: The proposed development (as revised by this application) is considered to make a significant contribution towards providing much needed additional

housing in accordance with London Plan Policies 3.3B, 3.3D and 3.3E and would help the borough meet and exceed its housing targets in accordance with Table 3.1 of the London Plan. It is considered that the development would contribute towards the indicative housing targets set out in Strategic Policy H1 of the Core Strategy (and Policy HO1 of the emerging Local Plan 2018) which promotes the development of new housing within the Strategic policies WRCA and WCRA1 which replaces Core Strategy Policy WCOA and WCOA1 for developments within the White City Opportunity Area which set an increased indicative housing target of 6,000 homes proposed across the plan period. The principle and density of residential development proposed is considered acceptable and would be in accordance with London Plan Policies 3.3 and 3.4 and emerging Local Plan policies WCRA, WCRA1, HO1, HO3, HO4 and HO5, Core Strategy Strategic Policies H1, H3, A and WCOA1. The proposed development would comprise an appropriate mix of dwelling sizes that would meet local and London-wide housing needs and is therefore considered to be in accordance with policy 3.8 of the London Plan (2016) and emerging Local Plan policy HO5 and policy H4 of the Core Strategy. In the context of these policies and having regard to the Viability Assessment, the individual circumstances of the site and the planning and regeneration benefits arising from the development, it is considered that the provision of affordable housing is acceptable, subject to a legal agreement which secures a significant contribution towards affordable housing within LBHF in lieu of a review mechanism, and would be in accordance with Policies 3.8, 3.10, 3.11 and 3.12 of the London Plan (2016), emerging policies HO1, HO3, HO4, HO5, H11, WCRA and WCRA1, policies H1, H2, H3 and H4 of the Core Strategy 2011 and policies DM A1, DM A2, DM A3, DM A4, DMA9 of the Development Management Local Plan 2013 and the Council's Planning Guidance Supplementary Planning Document and White City Opportunity Area Planning Framework (2013).

Design: The proposed number of tall buildings (in both the detailed and outline elements) exceeds the limited number envisaged in Core Strategy Policy WCOA for the Opportunity Area, and the general height and mass of the scheme (including with the amended scale and height) is greater than what is set out in the indicative WCOAPF masterplan. Notwithstanding this, it is considered that the proposed development, as amended, provides a satisfactory design response, in terms of having very limited adverse impacts on the surrounding built environment which includes the Wood Lane Conservation Area and Grade II listed Television Centre building and adjoining sites which are subject to redevelopment and regeneration. The scale and massing of the detailed components of the proposed development are considered on balance to meet the policy requirements in delivering buildings with good quality architecture which optimises the residential capacity of the site and provides a significant level of public open spaces around the building plots. The proposed outline component, as is set out in the amended parameters plans is considered acceptable. The proposed development is not considered to prejudice the development potential of the adjoining development sites, subject to conditions and detailed design (of the outline components). Specifically, the distribution of scale, massing and height of the taller elements (within the outline component including with the amendments) has been demonstrated to have minimal townscape, heritage and visual amenity impacts on the local and wider context. When considered alongside the significant planning benefits in terms of housing provision and public open space included as part of the development, the proposals are considered, on balance, to be in general accordance with emerging local plan strategic policies WCRA and WCRA1 which

replaces the Core Strategy Strategic Policy WCOA and WCOA1. Although the proposed development will be visible and will have an impact on views from within LBHF and from RBKC it is considered that the impact is not one of significant harm to conservation areas or local townscape and the proposed development would have a neutral impact on the skyline of this part of White City. The proposed development is therefore considered acceptable in accordance with policies 7.1, 7.2, 7.3, 7.4, 7.5, 7.6, 7.7, 7.8 and 7.21 of the London Plan (2016), emerging Local Plan policies WCRA, WCRA1, DC1, DC2, DC3 and DC8, and policies WCOA, WCOA1 and BE1 of the Core Strategy 2011 and policies DM G1, DM G2, DM G6 of the Development Management Local Plan 2013, and the Council's Planning Guidance Supplementary Planning Document and White City Opportunity Area Planning Framework (2013).

Built Heritage: It is considered that the proposed development, as amended, would cause less than substantial harm to the character or appearance of the conservation area and setting of the nearby listed buildings. The limited extent of harm that is caused would be outweighed by the significant townscape, urban design and regeneration benefits of the proposals. The proposed development, as amended, would be visible from within LBHF and from isolated instances in the Royal Borough of Kensington and Chelsea, but the amended impacts are not greater than the previously approved scheme. The impact of the proposal, as amended, on the historic significance, visual amenity, character and appearance of these areas, in particular Wood Lane Conservation Area and setting of the Grade II listed buildings in the area, is considered on balance acceptable. The proposed development, as amended, by way of varying conditions 1-8 of the extant permission is therefore considered to be acceptable and would be in accordance with policies 7.4, 7.7 and 7.8 of the London Plan (2016), emerging Local Plan policies WCRA, WCRA1, DC1, DC2, DC3 and DC8, policies BE1 and WCOA 1 of the Core Strategy 2011 and policies DM G1, DM G2 and DM G7 of the Development Management Local Plan 2013 and the Council's Planning Guidance Supplementary Planning Document and White City Opportunity Area Planning Framework (2013).

Residential Amenity: It is considered that the proposed development, as amended, would not result in significant harm to the amenities of adjoining occupiers in terms of daylight/sunlight, over-shadowing, and privacy. It is considered that the proposals, as amended, have been designed so that they do not unduly prejudice the development potential of the adjoining sites which have the capacity to contribute towards the comprehensive regeneration of the Opportunity Area, by virtue of the extent of the daylight, sunlight, overshadowing and privacy impacts. Potential impacts (both of the amended scheme and its cumulative effects) in terms of air quality, light pollution, solar glare, wind tunnelling, noise or TV/radio reception would be acceptable, subject to the various mitigation methods proposed which are secured by conditions and reserved matters. In this regard, the amended 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, 7.6, 7.7, 7.14 and 7.15 of the London Plan (2016), emerging Local Plan policies HO11, DC1, DC2 and DC3, policies BE1, H3 and CC4 of the Core Strategy (2011) and policy DM A9 and DM G1 of the Development Management Local Plan 2013 and the Council's Planning Guidance Supplementary Planning Document and White City Opportunity Area Planning Framework (2013).

Access: Subject to conditions, and continued consultation with local access groups, it is considered that the development, as amended, would provide a safe and secure environment for all users. The development is therefore considered to be acceptable in accordance with Policies 3.8, 6.12 and 7.2 of the London Plan (2016) policy HO6 of the emerging Local Plan 2018, policy H3 of the Core Strategy 2011 and policy DM H4 of the Development Management Local Plan 2013 and the Council's "Planning Guidance" Supplementary Planning Document.

Quality of Residential Accommodation: Notwithstanding the instances whereby the residential accommodation within the detailed component falls short of standards set out in the planning guidance in terms of ensuring high quality residential units, the proposed amended outline components, could, on balance lead to providing an acceptable standard of accommodation for future occupiers of the residential accommodation (private and affordable) in respect of the living space, aspect and amenity, for a scheme which is located within a high density urban context that is envisaged to optimise development capacity. The assessment for the detailed element (where known) and outline elements (where forecasted) confirms that the majority of the proposed units would benefit from acceptable levels of daylight/sunlight, outlook and privacy. The development is therefore considered, on balance, to be acceptable in accordance with Policies 3.5 and 3.8 of the London Plan (2016), Policy HO4, HO11, DC1, DC2 and CC11, 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 and White City Opportunity Area Planning Framework (2013).

Highways: It is considered that the overall traffic impact of the proposed development would be broadly similar to the consented scheme, and this would still be less than anticipated in the forecasts undertaken by Transport for London in relation to the Transport Study undertaken for the White City Opportunity Area Planning Framework and as such, the traffic impact (from the amended proposals) would be acceptable and in accordance with emerging Local Plan policy T1, Core Strategy Policy T1 and DM Local Plan policy DM J1. The level of car, motorcycle and cycle parking is assessed as being acceptable in accordance with emerging Local Plan policy T3, the policies DM J2, DM J3, DM J4 and DM J5 of the Development Management Local Plan 2013 and the Council's "Planning Guidance" Supplementary Planning Document. The site is accessible and well served by public transport. The proposed development would enhance pedestrian and cycle linkages to the development sites to the north and south and to the Wood Lane from the proposed new bridges and decked area over the central line. Such improvements would be the benefit of the wider White City Opportunity Area. It is considered that any impacts arising from the development would be mitigated by conditions and s106 provision to contribute towards sustainable transport infrastructure measures within the White City Opportunity Area and prevent significant increase in on-street parking pressures in surrounding roads. A car park management, servicing, road safety and travel planning initiatives would be implemented in and around the site to mitigate against potential adverse impacts. The proposed development is therefore considered acceptable in accordance with policies 6.1, 6.3, 6.9, 6.10, 6.11, 6.13 and Table 6.3 of the London Plan (2016), policies T1, T2, T3, T4 and T7 of the emerging Local Plan, 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 and White City Opportunity Area Planning Framework (2013).

Sustainability: The proposed development, as amended, can be designed to meet, and where possible exceed Level 4 of the former Code for Sustainable Homes and a BREEAM rating of Very Good or Excellent subject to detailed design. The proposed energy strategy includes provision for a decentralised energy centre within phase 1, which incrementally becomes active as the development is constructed. The proposed energy centre would provide the heating and hot water requirements for the development through Gas fired CHP units. Each building (within the detailed and outline elements) will contribute towards further CO2 reductions through their façade design and the incorporation of green and brown roofs to supplement the provision of gas fired CHP units as appropriate to their carbon reduction target and energy profile. This will result in a significant reduction of CO2 emissions beyond the Building Regulations 2010 compliant level. Subject to conditions, the proposed development is therefore considered to be acceptable and would be in accordance 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 (2016), and would broadly comply with the intent of new policies CC1, CC2, CC3, CC4, CC6, CC9 and CC10 of the emerging Local Plan, policies CC1, CC2 and H3 of the Core Strategy (2011) and policy DM H1, DM H2, DM H3, DM H4, DM H5, DM H6, DM H7, DM H8, DM H9, DM H10, DM A2 and MD A9 of the Development Management Local Plan 2013 and the Council's Planning Guidance Supplementary Planning Document and White City Opportunity Area Planning Framework (2013).

Flood Risk: The site is located in flood zone 1 (low risk). A Flood Risk Assessment (FRA) has been submitted which advises standard construction practices in order to ensure the risk of flooding at the site remains low. The development would therefore be acceptable and in accordance with Policies 5.12 and 5.13 of the London Plan (2016), policies CC2, CC3 and CC4 of the emerging Local Plan, policy CC2 of the Core Strategy 2011 and policy DM H3 of the Development Management Local Plan 2013 and the Council's Planning Guidance Supplementary Planning Document.

Environmental Impacts: All Environmental Impacts have been assessed with regards to construction, demolition, proposed development and alternatives, Noise, Air Quality, Ecology, Transport, Socio-economics, Archaeology, Sunlight, Daylight, Overshadowing, Solar Glare, Water Resources and Flood, Waste, Ground Contamination, Microclimate, Electronic Interference, Townscape and Heritage, Cumulative and Residual Impacts, set out in the Environmental Statement and Addendums and the Environmental Impact Assessment (EIA) Statement of Conformity letter dated 21 November 2016, in accordance with the EIA Regulations 2011. The Environmental Statement which comprises the original ES (and appendices), the ES addendum and revised appendices, the Environmental Impact Assessment (EIA) Statement of Conformity letter dated 21 November 2016, together with the consultation responses received from statutory consultees and other stakeholders and parties, enable the Council to determine this application with knowledge of the likely significant environmental impacts of the proposed development.

Legal Agreement: The application to be amended by way of varying conditions 1-8 of the former planning permission, proposes that its impacts are mitigated by way of a comprehensive package of planning obligations to fund improvements that are necessary as a consequence of the increased use arising from the population yield from the development and additional new land uses (over and above the former scheme). The financial contributions (as amended proportionally due to the increase in residential quantum) will go towards affordable housing in LBHF, the enhanced provision of education, health, employment, community facilities, accessibility and sustainable transport, highways (including pedestrian and cycle routes) and the public realm. The proposed development would therefore mitigate external impacts and would accord with London Plan (2016) policy 8.2, Policy WCRA and WCRA1 of the emerging Local Plan, Core Strategy Policies CF1, WCOA and WCOA1 and the White City Opportunity Area Planning Framework (2013).

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

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

Application form received: 2nd November 2017
Drawing Nos: see above

Policy documents: National Planning Policy Framework (NPPF) 2012
The London Plan 2016
LBHF - Local Plan 2018
LBHF - Supplementary Planning Document 2018

Consultation Comments:

Comments from:	Dated:
Greater London Authority - Planning Decisions Unit	11.12.17
Historic England London Region	28.11.17
Natural England	12.12.17
Royal Borough Of Kensington And Chelsea	20.12.17
London Underground Limited	08.12.17

Neighbour Comments:

Letters from:	Dated:
26 Hunt Close London W11 4JU	13.12.17
Transport And Technical Services Town Hall Ext King Street W6 9JU	14.02.18

1.0 BACKGROUND

1.1 This planning report relates to an application to vary planning permission 2016/03907/VAR relating to of the comprehensive redevelopment of the M&S Warehouse site in White City (now referred to as White City Living). The application has been made to vary Conditions 1-8 of the extant planning permission (dated 23/05/2017) which varied the original planning permission ref: 2014/04726/OUT (dated December 2015). The amendments relate to various changes to the approved parameter plans which would allow the applicant to optimise the residential quantum across the wider site which results in an additional 337 units across the outline Development Plots (including the introduction of a new Development Plot E3). The application also proposes an additional 240 sqm of non-residential floorspace. The application is made under Section 73 of the Town and Country Planning Act 1990 (as amended) which facilitates the approval of material amendments to the permitted development scheme.

1.2 The proposed amended planning permission, as proposed in this application, would facilitate the consideration of a concurrent Reserved Matters Application (for Development Plot B1 (Ref: 2017/04567/RES)) which can only be considered, subsequent to the resolution to grant approval for this application. The RMA has no bearing on the acceptability of this material amendment (S73) application, although were this application to be considered unacceptable, the reserved matters application for Development Plot B1 could not be considered, as it has been submitted under the alternative parameters plans and condition limitations. Should the amendment application be considered acceptable, consideration and determination of the RMA for Development Plot B1 can follow.

1.3 The M&S application site was previously occupied by a 21,807 square metre warehouse that Marks and Spencer plc (M&S) used as a mock layout store with associated car parking and service yard. The site was purchased by the St James Group in 2014. The former warehouse has been demolished and Phase 1 (406 homes) of the development is under construction and programmed for completion by mid-2019.

1.4 The site is accessed off the A219 Wood Lane via a site access road in the south-west corner which bridges over the Central Line track. In addition to the site, the access road also serves the Ugli Campus building. The applicant is in possession of a long term lease allowing access over the bridge providing access from the A219 across the Central Line cutting. New pedestrian decks and a new vehicular bridge are under construction and due to be completed in the Summer 2018. There is a secondary access point to the site from the south through one of the arches beneath the Hammersmith and City Line viaduct for emergencies. All vehicle access, aside from emergency vehicles, enters and exits the site from the existing bridge across the Central Line cutting.

Planning Designations

1.5 The London Plan (as altered 2016) and the subsequent Draft London Plan (2017) designate the site within the White City Opportunity Area; which is expected to deliver a substantial number of new homes and jobs through comprehensive regeneration. The White City Opportunity Area Planning Framework (WCOAPF, October 2013) identifies the site within the White City East Area and within a proposed housing area as part of mixed use schemes.

1.6 The emerging LBHF Local Plan (2018) and 'as of before the 28th February 2018' adopted Development Management Local Plan (2013)/Core Strategy (2011) identify the site as being located within the Wood Lane Conservation Area; which was designated by LBHF in 1991 to principally protect the Grade II Listed BBC Television Centre which is located 100m west of the site. It is also designated the Local Plan as being within a regeneration area and the White City Opportunity Area/White City Regeneration Area, and within Strategic Site WCOA 1/WCRA 1 'White City East'. The new Local Plan (adopted on the 28th February 2018) renames the Strategic Site and Policy as WCRA1. The site is affected by Aerodrome safeguarding of Heathrow 150m and Northolt 91.4m and is also located in close proximity to listed buildings most notably the BBC Television Centre and the Dimco Building off Ariel Way (on the Westfield site). The site is located within Flood Risk Zone 1 and is also located within an Air Quality Management Area (as is the whole Borough). The site does not contain any listed buildings or any nationally designated heritage assets such as scheduled monuments or registered parks and gardens and is not within an Archaeological Priority Area nor is it affected by any strategic views.

Surrounding Area

1.7 The surrounding area currently comprises predominantly of commercial, residential and retail uses. Immediately to the north of the site is the former Dairy Crest site, which currently comprises industrial and storage companies. Although the site currently benefits from outline planning permission for a residential led mixed use development comprising up to 1,150 residential units (Ref: 2012/02454/OUT), the site was acquired by Imperial College London (ICL) in 2014, who have submitted plans to redevelop the site for mixed uses with predominantly educational/academic uses. An application for temporary uses has been submitted by ICL for this site which is currently under consideration.

1.8 ICL also owns a strip of land immediately to the west of the Site which comprises 5-6 storey UGLI buildings and is occupied in part by the BBC. The applicant (St James) has an option to acquire this site and has noted the council of its intent to redevelop the site in the future, subject to planning permission. Access to this site from Wood Lane is shared with the M&S site. Further west is the former BBC Television Centre and beyond lies Hammersmith Park which is owned by Stanhope Plc. The owner (Stanhope) has obtained planning permission for a hybrid application for a comprehensive mixed-use development of the site comprising up to 943 residential units and the provision of new offices, leisure, retail and restaurant uses and the retention of Studios 1-3. The applicant is in the process of implementing this permission with Development Area 1 nearing completion at the time of writing this report.

1.9 Approximately 300m to the south of the site is Westfield Shopping Centre. Westfield Ltd has received resolution to grant outline planning permission for a retail/leisure and office extension and residential dwellings on land to the north of the existing shopping centre. This application has subsequently been modified and the applicant is in the process of implementing the amended consent alongside standalone developments for additional retail and office floorspace which are currently under construction with the retail phase anticipated for completion in 2018.

1.10 To the south is the Hammersmith and City/Circle Line viaduct, the arches of which are subject to their own design proposals with planning permission secured for the

change of use to retail and office uses and reopening several arches to provide connectivity between the M&S site and the Westfield site to the south.

1.11 The Westway Travellers' Site is located approximately 250m to the northeast underneath the A3320 flyover. To the east is the West London Line Railway, the railway embankment is designated as a Green Corridor and area of Nature Conservation and the A3320 lies beyond this. The A3320 is a major multi-lane highway and is set at an elevated level for much of its length, therefore acting as a major physical barrier between the areas either side of it. The area immediately to the east of the West Cross Route is largely occupied by commercial buildings and lies within the Royal Borough of Kensington and Chelsea.

1.12 The site is highly accessible, which is reflected in its Public Transport Accessibility Level (PTAL) of 6b. White City Bus Station with numerous bus services is located to the south of the Site and White City and Wood Lane London Underground Stations are a short walk to the north and south of the site respectively, providing access to the central, circle and Hammersmith and City Lines. Shepherd's Bush Station is also located approximately 800m to the south of the Site and provides links to destinations such as Milton Keynes Central and Willesden Junction to the north and Clapham Junction and Croydon South to the south and Stratford to the east. A Santander Cycle Hire Docking Station is located approximately 200m to the south of the site. The site is also in close proximity to a wide range of amenities including Westfield Shopping Centre and Shepherds Bush to the south. A number of schools and places of worship are within the vicinity of the site and Hammersmith Hospital is situated approximately 900m to the north-west of the Site across the A40.

2.0 PLANNING HISTORY:

2.1 Planning History records indicate that the former warehouse (Units 1-7) was erected in the early 1980s, although there are several planning permissions issued between 1978 and 1986 for various extensions and alterations to the building and site. The authorised use class appears to be Class B8 (storage and distribution) which was permitted in the original planning permission dated 19/10/1977 (Ref: RN/H/401/77) for the whole building. Marks and Spencer is listed as the applicant in all applications in this period.

2.2 The extant planning application comprised the first (revised) application (submitted under S73 of the Town and Country Planning Act). This permission varied conditions 3, 4 and 7 of the original planning permission for the comprehensive redevelopment of the Application Site. The description for this application [The Extant Scheme] is:

Variation of Conditions 3, 4 & 7 of planning permission ref: 2014/04726/OUT (dated 16.12.2015), to amend the approved drawings to allow optimisation of & additional residential floorspace within Phase 1D resulting in the creation of an additional 12 units, design alterations to building facades, including rationalisation of balconies & internal alterations to Buildings A1, A2&A3, resulting in the following development: Outline & Detailed permission is sought for demolition of all existing buildings & structures & redevelopment of the site for residential & mixed uses comprising the erection of new buildings ranging from 11-30 storeys to provide up to 1,477 residential units (Class C3) & use classes (A1-A5, B1, D1 & D2), the provision of a new publicly accessible open space, new pedestrian & vehicle routes, accesses & amenity areas, basement level car park with integral servicing areas & other associated works: (1) Detailed planning

application for up to 38,968sqm. (GEA) new residential floorspace with ancillary residential facilities (C3) (excluding basement floorspace); up to 1,995sqm. (GEA) flexible commercial floorspace (A1-A5), community (D1) & leisure (D2) (excluding basement floorspace); provision of a new basement level; provision of a new bridge over the central line cutting; means of access; & associated amenity space, landscaping, car parking & cycle parking, energy centre, & other associated infrastructure works. (2) Outline planning application (with all matters reserved) for up to 112,295sqm. (GEA) residential floorspace & ancillary residential facilities (C3) (excluding basement area), flexible commercial (A1-A5), office (B1) use, community (D1) & leisure (D2) floorspace provision of a new basement level; new & altered pedestrian & vehicular access including decked area over the central line cutting at the south west corner of the site & associated amenity space, open space, landscaping, car parking & motorcycle parking & other associated works

2.3 The original planning application (Ref: 2014/04726/OUT) for the comprehensive redevelopment of the site had the following description:

Planning application (part detailed/part outline) for the demolition of all existing buildings and structures and the redevelopment of the site for residential and mixed uses comprising the erection of new buildings ranging from 11 to 30 storeys to provide up to 1,465 residential units (Class C3) and use classes (A1-A5, B1, D1 & D2), the provision of a new publicly accessible open space, new pedestrian and vehicle routes, accesses and amenity areas, basement level car park with integral servicing areas and other associated works:

(1) Detailed planning application for up to 37,935 sqm. (GEA) new residential floorspace with ancillary residential facilities (C3) (excluding basement floorspace); up to 1,995 sqm. (GEA) flexible commercial floorspace (A1-A5), community (D1) and leisure (D2) (excluding basement floorspace); provision of a new basement level; provision of a new bridge over the central line cutting; means of access; and associated amenity space, landscaping, car parking and cycle parking, energy centre, and other associated infrastructure works.

(2) Outline planning application (with all matters reserved) for up to 112,295 sqm. (GEA) residential floorspace and ancillary residential facilities (C3) (excluding basement area), flexible commercial (A1-A5), office (B1) use, community (D1) and leisure (D2) floorspace; provision of a new basement level; new and altered pedestrian and vehicular access including decked area over the central line cutting at the south west corner of the site; and associated amenity space, open space, landscaping, car parking and motorcycle parking, and other associated infrastructure works. APPROVED 16/12/2015

2.4 The planning permission will be implemented in phases, although the approved development comprises a series of Development Plots and Public Spaces, which shall be referred to as the following for the purposes of this report:

- Development Plots A1, A2 and A3 (Detailed Component)
- Development Plot B1 (Affordable Housing Block)
- Development Plot C1 (Central Gardens North Tower)
- Development Plots D1, D2 and D3 (Counters Quay Pavilion Buildings)
- Development Plot E1 (Central Gardens North East Block)
- Development Plot E2 (Central Gardens South East Block)

- Bridge (New Vehicular Bridge over central line)
- Pedestrian Deck (New decked structure over central line)
- Exhibition Gardens (east-west green space)
- Kiralfy Square (central square)
- Central Gardens (central north-south open space)
- Counters Quay (eastern waterside area)

2.5 The development is in the process of being implemented and is subject to a phasing plan (approved through discharge of Condition 5 of 2014/04726/OUT on 12 August 2016) which is set out below:

Phase 1A - bridge (Under Construction)

Phase 1B - pedestrian deck (Under Construction)

Phase 1C - Exhibition Green (Pending Consideration of RMA)

Phase 1D - construction of Development Plots A1, A2, and A3, associated basement, access roads and communal open space/landscaping (Under Construction)

Phase 1E - southern part of the Central Gardens

Phase 1F - Kiralfy Square

Phase 2 - construction of Development Plots B1; associated basement, access roads and communal open space/landscaping

Phase 3A- construction of superstructure of Development Plot E1; part of Counters Quay; associated basement, access roads and communal open space/landscaping

Phase 3B - construction of superstructure of Development Plot E2; part of Counters Quay; associated basement, access roads and communal open space/landscaping

Phase 4A - construction of superstructure of Development Plot D1; part of Counters Quay; associated basement, access roads and communal open space/landscaping

Phase 4B - construction of superstructure of Development Plot D2; part of Counters Quay; associated basement, access roads and communal open space/landscaping

Phase 4C - construction of superstructure of Development Plot D3; part of Counters Quay; associated basement, access roads and communal open space/landscaping

Phase 5A - construction of superstructure of Development Plot C1; associated basement, access roads and communal open space/landscaping

Phase 5B - northern part of Central Garden

2.6 The applicant has commenced works on Phases 1A, 1B and 1D. Phase 1A and 1B relates to the bridge and deck and has received approval for reserved matters for the deck (2016/03650/RES approved 9 November 2016). Works on Phase 1D have also commenced in accordance with 2016/03907/VAR. An application for Phase 1C (Exhibition Green) is pending a decision (2017/03358/RES) and it is understood an RMA for Phases 1E (Central Gardens South) and 1F (Kiralfy Square) is under preparation.

Planning Conditions

2.7 Following the determination of the applications listed above, a number of non-material amendment and details applications have been submitted and discharged (none of these are of relevance to this application).

Non Material Amendments (NMAT)

2.8 The applicant has sought approval for five non-material amendment applications. The following four NMAT applications have been granted:

- Ref: 2016/02063/NMAT: Non-Material Amendment to Planning Permission 2014/04726/OUT granted 16th December 2015, amendments to the wording of conditions 36, 37, 39, 74 and 85 to require details to be submitted and approved, prior to commencement of the relevant works (within a development plot). Approved 01/08/2016;
- Ref: 2016/03806/NMAT: Non-Material Amendment to Planning Permission 2014/04726/OUT granted 16th December 2015, to amend the wording of condition 42 to read "prior to the completion of the basement slab within each development plot..." Approved 20/10/2016;
- 2017/02624/NMAT: Non-Material Amendment to Planning Permission ref. 2016/03907/VAR dated 23rd May 2017, for the reintroduction of projecting balconies to Building A1 west facade levels 01-09 Approved 16/10/2017.
- Ref: 2017/02913/NMAT: Non-Material Amendment to Planning Permission ref. 2016/03907/VAR dated 23rd May 2017, for the reintroduction of projecting balconies to Building A1 west facade levels 01-09. Approved 16/10/2017

2.9 The most recent NMAT application (ref: 2018/00399/NMAT) is for a Non Material Amendment to outline planning permission Ref: 2016/03907/VAR seeking amendment to description of development to refer to the floorspace maximum and residential quantum proposed by way of corresponding planning application 2017/04377/VAR to vary conditions 1-8 of the extant planning permission. The amendment to the description facilitates the consideration of the concurrent application to vary the extant permission. This application is pending.

Current Applications on adjoining Sites

Former Dairy Crest Site (site to the north)

2.10 2018/00267/OUT (Submitted by Imperial College London): Outline planning application for a mixed use development delivered as a phased masterplan comprising 7 development zones and accommodating up to 178,102 sqm of research & development, offices and other business uses (Use Class B1) in 6 - 13 storey buildings; up to 373 residential units (Use Class C3) in 18 - 32 storey buildings; a hotel up to 8 storeys and associated facilities (Use Class C1); community and/or leisure uses and retail, cafes, restaurants and bars (Use Classes D1 and/or D2, A1-5) together with access, bridge over the railway (Central Line), parking, servicing and landscaping; and the demolition of Stadium House. Pending

2.11 2017/04276/FUL - currently under assessment: Erection of three 4-storey buildings to provide 25,486sqm (GEA) of flexible office space (Use Class B1), including up to 300sqm (GEA) of commercial space at ground floor (Use Classes A1-A5) for a temporary period of 10 years, together with temporary access, landscaping, and associated works.

3.0 CONSULTATION RESPONSES

3.1 The application has been advertised as an EIA Major Development, which is within a conservation area and may affect its character or appearance. The application has been advertised by way of a Site Notice (23/11/2017) and a Press Release (24/11/2017) with an expiry date for comments of 18/12/2017.

3.2 Consultation letters were sent to adjoining occupiers in surrounding properties.

3.3 One objection has been received raising the following points:

- Serious alterations to character and appearance of the area; including the conservation area;
- Hyper dense scheme as a result of increases to the height and massing.
- Object to new development plot E3 (as a minor variation);
- Opposed to increase in number of units and the continued growth of the development;
- Traffic generation;
- Noise pollution;
- Air pollution;
- Reduction in air quality;
- Reduction in natural light to the adjacent properties.

External Consultation:

3.4 The following external consultations were undertaken:

- a) Transport for London: Comments provided in Stage 1 response to be confirmed within addendum. Officers understand that TfL will not be objecting to this application but have advised the applicant of the need to accord with the revised cycle parking standards in the Draft London Plan which is currently out for consultation.
- b) Network Rail: No response.
- c) Royal Borough of Kensington and Chelsea: Objection raised on the basis of the information available, the increase in the height of the maximum parameters for the tall buildings and the addition of Development Plot E3 will add to the overly dominant appearance of the proposals and will cause harm to the views across the Royal Borough's Conservation Areas, in particular the Oxford Gardens, Avondale and Kensal Green Cemetery Conservation Areas. The proposal is contrary to Consolidated Local Plan policies CL3, CL11 and CL12, and Policy 7.7 of the London Plan.

Officer response: The Built Heritage, Townscape Character and Visual Impact Assessment (TVIA) chapter within the Environmental Statement addendum submitted with the planning application fully assessed the impact of the proposals on each of these Conservation Areas noting the effects are negligible and not significant in EIA terms and there would be no additional effect on the character and appearance of the Conservation Areas. Instances whereby the relative difference between the approved scheme and proposed development amendments would be acknowledged would be from remote isolated viewpoints and would be barely discernible and would cause no additional impact on the significance of the heritage assets. Officers consider that the ES presents a fair and reasonable assessment of the townscape and heritage impacts within RBKC which will not amount to significant adverse effects. Any resulting harm is considered to be less than substantial harm and would be outweighed by the very significant benefits of the proposed development in accordance with the NPPF, and in accordance with the Council's statutory duty under S66 and s72 of the Planning and Listed Buildings Act 1990 (as amended). A full response is set out in part 5 of this report.

- d) London Underground: No objection

- e) Historic England: Response received, no comments provided.
- f) Greater London Archaeology Advisory Service: No response.
- g) Greater London Authority: No response.

Officer Comment: At the date of publication of LBHF PADCC Report, GLA are yet to supply the Stage 1 report. However, verbal dialogue between officers and GLA officers has taken place, and it is understood that the GLA are generally supportive of the principle of the variation of the extant planning permission and LBHF are anticipating a favourable recommendation. The GLA were notified of the application on 20/11/2018.

- h) Environment Agency: No objections provided the application does not impact on the developer's ability to meet the requirements of the surface water drainage condition.
- i) London Fire and Emergency Planning Authority: No response.
- j) Metropolitan Police: No response.
- k) Crime Prevention Design Advisor: No response.
- l) Civil Aviation Authority: No objection. Heliports Authority should be consulted (Officer comment: Heliports were consulted on 20/11/2017)
- m) Natural England: No objection.
- n) Thames Water: No response.
- o) White City Neighbourhood Forum: No response.
- p) The Hammersmith Society: No response.
- q) Action on Disability Forum: Detailed comments provided (on the concurrent reserved matters application ref: 2017/04567/RES) of relevance to this application) advising of need to ensure compliance with Building Regulations M4(2) and M4(3). No additional comments on ref: 2017/04377/VAR.

Case officer comment: The s73 application deals with amendments to the parameter plans and specifications report which does not get into the detailed design of units, which is a matter for the reserved matters applications to address. The comments made by Action on Disability are in connection with detailed design matters and the changes to the parameters plans do not in the offers view, fundamentally change the accessibility considerations as per the consented scheme. It is therefore recommended that all of the previously accepted planning conditions apply alongside the provisions of the s106 agreement (which will be updated by way of a Deed of Variation of the previous agreement) to provide satisfactory control and guidance for future reserved matters and condition discharges.

Internal Consultation:

3.5 The following internal consultation was undertaken.

- a) Urban Design and Conservation: Raises no objections and provides comments which are summarised in the report.
- b) Air Quality (Environmental Quality): No objections subject to conditions requiring approval of (1) CHP and Gas Boiler Compliance with Emissions Standards, (2) Mechanical Ventilation; (3) Air Quality Dust Management Scheme; (4) Low Emissions Strategy and (5) Emergency Diesel Operator Standards.

The Air Quality Officer has made further recommendations relating to the provision of mechanical ventilation, CHP Boiler compliance and the termination of emissions from the flues (at the highest building) along with suggestions that the proposal will result in further traffic movements from the increased number of units. Further technical advice is provided in respect of construction, demolition and vehicle emissions (to assist the preparation of the low emissions strategy and construction management plan) and this will be included as informatives.

Officer Comment: The issues raised by the AQ officer are addressed by way of the conditions set out in the extant scheme. The AQ officer advises the conditions of the approved scheme should be amended to respond to up-to-date guidance which places more onerous standards on the air quality measures being incorporated alongside amendments to the site-wide strategy to reduce emissions. The development of the basement, public realm and first residential phase has commenced and parts of the structure (including CHP facilities/provisions) are laid out in accordance with the planning permission for phase 1. The building layout will facilitate the air quality enhancement provisions/mitigation measures as required by the planning conditions. The revised AQ officer recommendations would seek to retrospectively amend built development, established in the permission which is being implemented. The measures sought by the AQ officer could fundamentally change the principle of the outline permission, and it is not the place of the amendment application to reconsider the principles of the air quality mitigation measures secured within the extant permission as great weight is attached to the planning permission and conditions therein. Officers consider that, on balance, the s73 application could not be refused on the basis of the amended air quality conditions not being secured.

- c) Environmental Policy: The submitted Sustainability Statement confirms the intention to design and construct the non-residential aspects of the proposal to meet the "Very Good" BREEAM Rating and for sustainable design and construction measures to be integrated into the residential units. The existing application permission includes Conditions 45 and 46 in relation to requiring the provision of supporting evidence for each development plot to show that the required levels of sustainability have been achieved. This evidence will be judged against the policy requirements in place at the time but with regard to the approved outline permission. It is appropriate for any new conditions to mirror those set for 2016/03907/VAR.

In relation to Flood Risk and SuDS issues, the proposed amendments do not increase flood risks on the site. Condition on the existing permission (Condition 31) requires submission of information on the proposed Sustainable Drainage Systems (SuDS) for

each development plot prior to commencement. A similar approach would be suitable for this current application. Condition 30 on green/brown roofs should be retained.

- d) Highways and Engineering: No objections (verbally reported); subject to consideration of an acceptable Construction Management and Logistics Plan, Servicing and Delivery Plan and the same planning conditions as previously imposed.
- e) Public Protection and Safety: No objections
- f) Director of Children's Services: No response.
- g) Building Control: No response.
- h) Arboricultural Officer: No response
- i) Recycling team: No response.
- j) Bi-Borough Legal Services: No response
- k) Hammersmith and Fulham Primary Care: No response.
- l) Land Contamination Team: No objections.
- m) Licensing Team: No response.
- n) Adult Social Care: No response.

4.0 PROPOSED DEVELOPMENT

4.1 This application seeks the variation of conditions 1-8 of planning permission 2016/03907/VAR [The Extant Planning Permission] for the comprehensive phased redevelopment of the site for a residential-led mixed-use development granted 23/05/2017 in order to permit amendments to the outline form of development. The proposed amendments comprise modifications to the approved Parameters Plans and Development Specification and Parameters Report that cover design alterations to Development Plots B1 (varying the horizontal parameters (to -0.92m to +27.98m) to permit an extended southern building line), Development Plots D1 and E1 (varying parameters to extend the maximum heights by an additional +2.31m and 8.86m), Development Plots D2, D3 and E2 (varying parameters to extend maximum heights by an additional +4.79m) and incorporating a new additional Development Plot E3 (to comprise residential use within a new building up to 74.45m in height). The specified amendments would facilitate the optimisation of residential units to increase the overall maximum unit numbers from 1,477 to 1,814 units including the provision of an additional 118 affordable units (35% of the additional units).

Section 73 Application Procedure

4.2 This application is seeking an amended planning permission using a section 73 application for the variation of conditions 1-8 pursuant to the approved extant planning permission 2016/03907/VAR (dated 23/05/2017). The applicant can apply for an amendment to the extant scheme permission, under S73 of the Town and Country Planning Act (As Amended). Section 73 of the Act can be used, amongst other things,

to approve amendments to an existing planning permission by amending a condition (or conditions) upon which the permission was granted. In law, a section 73 application results in the grant of a new planning permission affecting the same site that is subject to the relevant amended conditions.

4.3 This minor material amendment procedure was confirmed by the Government as appropriate in 2009 when it streamlined the procedure for section 73 applications and issued accompanying guidance on how best to achieve flexibility with planning permissions by allowing minor material amendments to planning permissions without the need for the submission of entirely new planning applications. The overriding purpose of the streamlined procedure and guidance was to avoid the burden that would fall on both planning authorities and developers if a fresh planning application had to be submitted every time that a development is materially amended.

4.4 The guidance is now contained in the Department for Communities and Local Government's National Planning Practice Guidance. Amongst other things the guidance states that a minor material amendment is likely to include any amendment whose scale and/or nature results in a development which is not substantially different from the one which has been approved. Relevant and recent case law on this matter indicates that the section 73 route can be applied to determine amendments which do not result in a "fundamental" change to an approved development.

4.5 Officers are satisfied that the proposed amendments to the development (as per the variations to the development quantum, residential maximum and parameter plan levels of deviation amended by the conditions) do not amount to a fundamental alteration from the original scheme when considered as a whole, particularly given the scale of the development.

4.6 In accordance with the S73 procedure, the variation of conditions 1-8 pursuant to the extant planning permission would necessitate the need to issue a new planning permission. The new planning permission would take the same hybrid form as the extant scheme, although it would have a new reference number.

Planning Conditions to be amended by way of the Section 73 application:

4.7 Condition 1 lists the reserved matters required in relation to the relevant Development Plots. It is proposed to vary this condition in order to permit amended drawings to enable the inclusion of Development Plot E3. These amendments are set out in detail within Section 5 of this document.

4.8 Condition 2 relates to the timing of the submission of Reserved Matters applications for each of the development plots. It is proposed to vary this condition in order to permit amended drawings to enable the inclusion of Development Plot E3.

4.9 Condition 3 relates to the approved drawing numbers. Whilst no amendments are proposed to the detailed component (Phase 1) of the development, this application also seeks to vary condition 3. Condition 3 lists those drawings approved in respect of the detailed component; however, these have been varied as a consequence of two non-material amendment applications (s96A), which do not result in a new decision notice. This application provides an opportunity to capture those amendments on a planning decision notice, which will assist the planning administration of the development in the future.

4.10 Condition 4 states that any forthcoming reserved matters application must be in accordance with the Development Specification and Parameters Report dated February 2017 and the Mandatory Design Codes dated March and April 2015. An amended version of the Development Specification and Parameters Report (October 2017) and the Design Codes (October 2017) accompany this application. The amended document increases the scheme's overall maximum unit numbers from 1,477 to 1,820 units and the overall maximum floorspace from 151,425sqm (GEA) to 190,483sqm (GEA) (excluding the basement). It is proposed to vary Condition 7 so that it relates to the updated Development Specification and Parameters Report dated October 2017.

4.11 Condition 5 relates to the phasing of development and it is proposed to be amended to include Development Plot E3.

4.12 Condition 6 refers to the approved land uses and it is proposed to be amended to include Development Plot E3.

4.13 Condition 7 sets out that the permitted scheme's total number of residential units shall not exceed 1,477 units. It is proposed to vary this condition so that it reflects the optimised to overall maximum unit number of 1,820 units.

4.14 Condition 8 sets out the overall gross maximum floorspace within the development for the Use Classes proposed. It is proposed to vary this condition so that it reflects the optimised floorspace for the approved uses and the addition of plot E3.

Details of the Proposed Amendments

4.15 The primary proposed amendments to the permitted scheme comprise

Development Plot B1 (Phase 2)

- Alterations to the horizontal parameters to enable an alternative layout of the building in the southern portion of the development plot;
- Alterations to the vertical parameter to reserve the position of the tallest element of the development plot (from south to north) and amending the overall vertical parameters by between minus 0.98m and plus 27.98m;
- Provision of an additional 118 residential units within the development plot.

Development Plot D1 and E1

- Alterations to the vertical parameters resulting in additional maximum building heights of between plus 2.31m and plus 8.86m within these development plots.

Development Plot D2, D3, E2 and E3

- Alterations to the horizontal parameters to enable the inclusion of an additional development plot (E3);
- Alterations to the vertical parameters to increase the overall maximum building height on each development plot by 4.79m and enabling an equivalent maximum parameter for the proposed new development plot E3. Overall, the number of private homes increases by 219 units.

Revised Development Specification and Parameters Report

4.16 The proposed amendments relate to the outline component of the original planning permission. The Revised Development Specification and Parameters document (October 2017) submitted with this Application provides further detail and sets out a description and explanation of the constituent parts of the development for which permission is sought, including the parameters that will apply to and inform subsequent applications for reserved matters and other approvals required under the planning permission. This document has been updated to reflect the proposed amendments to the application scheme. It is relevant to note that the proposed amendments do not alter the detailed component of the development, which is currently under construction.

Other Amendments to the Planning Permission

4.17 This application also seeks to amend the wording of the following pre-commencement conditions to reflect that each condition has been either partially or fully discharged.

- Condition 2 (Paving and external hard surfaces) -Pending
- Condition 13 (Ground investigation report)
- Condition 19 (Construction Logistics Management Plan)
- Condition 26 (Materials) (partial discharge) - Pending
- Condition 34 (Sound insulation between communal areas and residential uses) (partial discharge)- Pending
- Condition 36 (Sound insulation for residential and non-residential uses) (partial discharge) - Pending
- Condition 37 (Details of internal sound insulations measures)
- Condition 38 (Vibration levels from the railway)
- Condition 39 (External noise level emitted from plant/ machinery)
- Condition 71 (Baseline Airwaves Interference)
- Condition 74 (Details and drawings of an Urban Realm Strategy)
- Condition 85 (Overheating Assessment)

4.18 Whilst a number of the conditions listed above are pending consideration the applicant has requested that, should the submitted details be discharged prior to the determination of this planning application, the wording of the relevant conditions are amended to reflect this.

Format of the Section 73 Application:

4.19 The following documentation has been provided in support of the current application to vary the extant planning permission:

- Completed S73 planning application forms;
- CIL Form
- A set of drawings listed above.
- White City Planning Drawing Issue Set
- Design and Access Statement by Patel Taylor architects dated October 2017.
- Amended Development Specification and Parameters Report Document by Boyer dated October 2017

- Environmental Impact Assessment (EIA) Addendum (prepared by Buro Happold).
- Report on Daylight and Sunlight within the Proposed Development at M&S Site by Anstey Horne
- Planning Statement by Boyer (dated October 2017)
- Wheelchair Accessible Flat Plan Layouts
- White City Part M Review Phase 01- Buildings 1, 2 and 3
- White City Phase 1 Accommodation Schedule

Financial Viability Assessment (Submitted confidentially to LBHF)

5.0 PLANNING CONSIDERATIONS

5.1 The Town and Country Planning Act 1990 (referred to as 'the Act'), the Planning and Compulsory Purchase Act 2004 and the Localism Act 2011 are the principal statutory considerations for town planning in England and Wales. Collectively, the three Acts create a 'plan led' system, which requires local planning authorities to determine planning applications in accordance with an adopted statutory Development Plan, unless there are material considerations which indicate otherwise (section 38(6) of the 2004 Act as amended by the Localism Act).

5.2 In this instance, the relevant Development Plan for the area, at the time of determining the application will comprise the following:

- The London Plan (2016)
- The Local Plan (2018)

5.3 In addition, the various Mayor's Supplementary Planning Guidance and the LBHF Planning Guidance Supplementary Planning Document (2018) will be material planning considerations at the date of the planning committee and at the date which the application will be determined.

National Planning Policy

5.4 In March 2012, the National Planning Policy Framework (NPPF) was published by the Department of Communities and Local Government. The NPPF sets out the Government's economic, environmental, and social planning policies for England; it sets out 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 NPPF encourages engagement in pre application discussions, consultation and generally front-loading the planning application process. It also sets out that in determining planning applications, local planning authorities should apply the presumption in favour of sustainable development.

Regional Planning Policy

The London Plan 2016

5.5 Both the adopted and emerging London Plan designates the Site within the White City Opportunity Area (WCOA). Opportunity Areas are identified on the basis that they are capable of accommodating substantial new jobs and homes and the London Plan

advises that their potential should be maximised. The Draft New London Plan is currently out for consultation and the weight to be attached to these policies at the current time is limited.

Local Planning Policy

The London Borough of Hammersmith and Fulham Local Plan (2018)

5.6 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 the Plan will be adopted on 28th February 2018. Following the examination in 2017 and from the endorsement from LBHF Cabinet (in January 2018) significant weight in considering and determining this application has been given. At the time of the planning committee, full weight is to be given to the Local Plan 2018. 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 new Local Plan. It is also the Council's intention to adopt the revised Planning SPD on 28th February 2018.

5.7 The policies within the new Local Plan are afforded significant weight in the assessment of this application and supersede those within the Core Strategy, Development Management Local Plan and SPG that were in operation at the time this application was originally submitted. The policies (within the Core Strategy (2011) and Development Management Local Plan (2013)) and supplementary planning guidance in the SPD (2013) form the adopted local plan and adopted supplementary guidance at the time of writing this report, but these policies are of limited weight in comparison to the new Local Plan policies, and as from the 28th February, no weight can be attached to the policies. A summary of the key policies and former policies is set out in Appendix 1 of this report.

White City Opportunity Area Planning Framework (WCOAPF)

5.8 The GLA in partnership with Hammersmith and Fulham Council and Transport for London prepared the White City Opportunity Planning Framework (Dec 2013), which seeks to guide the comprehensive redevelopment of the opportunity area. Figure 2.1 'Land Use Strategy' identifies the Site, along with others within the White City East Area, and within an area suitable for housing, commercial, creative and academic uses as part of a mixed-use area.

Core Strategy (2011) and Development Management Local Plan (2013)

5.9 Notwithstanding the fact that this application will be determined after the New Local Plan is adopted, on the basis of the new local plan policies (and in accordance with Section 38(6) of the 2004 Act) which are afforded full weight, consideration to the Core Strategy and Local Plan has been given, in the assessment of the application, up to the adoption of the Local Plan at which point the policies and policy guidance fall away. The policies set out in Appendix 1 of this report have been duly considered (where applicable) within the assessment of the proposed application for material amendments to the previously consented development by way of varying conditions 1-8.

Equality Act

5.10 In addition, Section 149 of the Equality Act (2010) which sets a Public Sector Equality Duty (PSED) came into force in April 2011 and requires the Council to consider the equality impacts on all protected groups when exercising its functions. In the case of planning, equalities considerations are factored into the planning process at various stages. The first stage relates to the adoption of planning policies (national, strategic and local) and any relevant supplementary guidance. A further assessment of equalities impacts on protected groups has been carried out under the original outline development proposals (ref: 2014/04726/OUT, which identified the possible equality impacts on the protected groups. The same conclusions in this previous EqIA report apply to the scheme as amended by way of varying the planning conditions.

Planning (Listed Buildings and Conservation Areas) Act 1990

5.11 Officers acknowledge that there is a strong statutory presumption under the Planning (Listed Building and Conservation Areas) Act 1990 and as reflected in recent case law against the grant of planning permission for any development which would either (1) fail to preserve the setting or special architectural or historic character of a listed building or (2) fail to preserve the character or appearance of a conservation area. This is because the desirability of preserving the special architectural or historic character of a listed building, or the character or appearance of the area is a consideration of considerable importance and weight. Officers have considered the proposals for demolition of the M&S Warehouse (under the previous Planning Application) and have determined that the demolition of the building would cause very limited harm to the character and appearance of the Wood Lane Conservation Area through the potential creation of a gap site forming a void within the townscape. Officers have given considerable weight to the fact that a low level of harm (less than substantial) will be caused by the proposed demolition in reaching its conclusions.

5.12 In responding to the objection from RBKC in part 3 of this report, regard to the strong statutory presumption has been applied by officers to assess the impacts on heritage assets (which RBKC considers results in harm to the conservation areas by virtue of the increased massing). Officers have considered the conclusions of the TVIA in the ES Addendum in this regard (which are set out in this report) and have applied the statutory duty accordingly. Officer's assessment of the level of harm to the character and appearance of the conservation area is a matter of planning judgement and the following section will address these matters in detail.

S73 Amendments

5.13 The first issue which needs to be addressed is to determine whether the proposed amendments, either individually or cumulatively can be approved as an amendment to the approved development under s73 of the Act. As is set out earlier in this report, Section 73 of the Act can be used, amongst other things, to approve amendments to an existing planning permission by amending a condition (or conditions) upon which the permission was granted. In law, a section 73 application results in the grant of a new planning permission affecting the same site that is subject to the relevant amended conditions.

5.14 The legal test, established by case law, is that amendments to planning permission can be permitted via s73 where they do not constitute a "fundamental" change to the approved development. We examine the scale and nature of the amendments proposed in the section below to determine if they would fundamentally alter the planning permission.

5.15 Dealing with the increased 'scale and height' and amendment to the layout of the development first, the main new element to the proposal relates to the provision of a fourth development plot (E3) which sits alongside identical development plots D2, D3 and E2 which are also re-positioned to allow sufficient space on the southern part of the lagoon for the new building to be constructed. The fourth 'pavilion style' building would be consumed within the approved scale of the central development plots so that the scale of the overall consented scheme remains broadly unaffected. The further increases in height of the other development plots (save for the southern projection of Plot B1) would be within the broad envelope of the consented outline scheme layout which permits buildings between 11-30 storeys, subject to the controls set by the parameter plans. The applicant has provided comparison outlines of the revised height and the amendments do not fundamentally change the scale or nature of the development as a whole, noting the comparisons are showing maximum parameters. The amendment to the southern horizontal line of deviation within Plot B1 preserves the L-shape form of the building, which taken in context with the overall scheme, is also inconsequential in masterplan terms and does not extend outside of the external envelope of the development.

5.16 The parameter plans and modified controls (as amended by way of the proposed variations to the conditions) would permit an increase in the maximum residential quantum of 337 units, which equates to a 19% increase within the previous scheme. When viewed comprehensively and proportionally, the increase in quantum does not fundamentally change the development as approved. The development remains as a housing led mixed use development within an Opportunity/Regeneration Area envisaged to accommodate optimum growth.

5.17 The description of the development has been modified by way of an approved s96A application which seeks to align the maximum floorspace provision and residential quantum with the controls set in the planning conditions. Therefore, the variation of conditions 7(residential quantum) and 8 (maximum floorspace) does not result in a change to the description of the (approved) development.

5.18 Officers therefore consider that the proposed changes can appropriately be dealt with as amendments to the extant permission using section 73 of the Act. Notwithstanding the above in-principle commentary, it is necessary to interrogate the wider economic, social and environmental impacts of the development (as amended) to determine whether the proposals are in accordance with the Development Plan (including the (emerging) Local Plan 2018, the NPPF and any other relevant planning guidelines.

Principle of Development

5.19 The former planning permission established the principle of a comprehensive residential-led mixed use redevelopment of the site and assessment concluded it would be in accordance with national, strategic and local planning policies, which advocate making the most efficient use of brownfield land in sustainable locations and would help

meet local and strategic housing needs. The proposed development, as revised, would continue to contain appropriate land uses that are compatible with the White City Opportunity Area/Regeneration Area which is well served and accessible by public transport. The proposed development, as amended would be acceptable subject to demonstration that the positive benefits of the proposed amendments can be delivered in a manner that is appropriate in design and townscape terms, and that the environmental impacts remain acceptable. The detailed matters are set out in this report. However, the principle of the proposed development is considered acceptable in accordance with policies 2.13, 2.15, 3.3, 3.4 of the London Plan 2016 and Strategic Policies WCOA, WCOA1, A, B, and H1 of the Core Strategy (2011) and Policies H01, WCRA and WCRA1 of the emerging Local Plan (2018) White City Opportunity Area Planning Framework (2013).

Amendment to the Quantum of Development

5.20 The emerging Strategic Policy WRCA - White City Regeneration Area and housing target (emerging Policy HO1) outlines the target for 6,000 additional homes across the Opportunity Area. This has been increased from previous London Plan and LBHF policy which set a target of 5,000 homes in the White City Opportunity/Regeneration Area.

5.21 To achieve the housing delivery expected by the London Plan (including the emerging London Plan) and the emerging Local Plan a significant increase in the quantum of housing delivered annually will need to be planned. Whilst planning permissions have been granted within the Opportunity Area, the housing targets will not be met by current permissions alone. More specifically, the planning permissions on the BBC, Imperial West, and Westfield development sites (in addition to the approved 1477 units on the M&S Site) would provide for approximately 4,000 new homes. Planning permission has been also granted for 1,150 homes on the former Dairy Crest site, which would increase the potential delivery in White City East to over 5100 homes, but it is now clear that those units will not be achieved across the Regeneration Area on the basis that Imperial College now own the Dairy Crest site and are proposing academic uses with only a small amount of residential (in comparison with the approved scheme on this site). Imperial College has recently submitted an application for an academic-led mixed used development on this site.

5.22 Therefore, within White City East, this Site represents an opportunity for delivery of more housing as neighbouring sites have a greater focus on commercial, retail and education uses. The proposed increase in the quantum of housing units will provide a further valuable contribution to the delivery of the housing target.

5.23 The proposed amendments would result in increasing the scale and mass of parameters across specified parts of the outline component of the approved development to enable optimisation of housing delivery. In total, the proposed amendments would result in an increase of 337 units in Phases 2 - 5. The table below details the proposed increase in the number of residential units across housing tenure which would be achieved through the proposed optimisation.

Unit Type	Consented Units	Proposed Units	Change
Affordable	298	416	+118
Private	1,179	1,398	+219
Total	1477	1814	+337

Table 1. Change of Residential Quantum

5.24 The applicant has sought to optimise the capacity of the development to respond to the greater need for housing numbers in the Regeneration Area and has carried out a more detailed design exercise to evaluate how this might be achieved whilst remaining broadly consistent within the scope of the planning permission. In this regard, the applicant suggests that the details of the layout and dwelling mix have been considered in greater detail following the grant of outline planning permission ensuring that the provision of housing within the approved parameters can be maximised. Secondly, the approved development has been reviewed by the applicant (in light of the above amended policy position) and amendments have been conceived to increase the scale and massing of the parameters within the outline component (with the exception of Development Plot C1).

5.25 The design and townscape consequences of these amendments are considered elsewhere in this report. However, the amendments which increase the housing quantum (by way of varying conditions 4 and 7 to 1820) is acceptable in principle to positively respond to the emerging planning policies, which at all levels seeks to deliver more housing. In particular, optimisation of the residential capacity on this site would accord with the emerging Local Plan Policy including Policy HO1 (Housing Supply) and London Plan policies 3.3 and 3.4. Policy HO1 requires the Council to exceed the London Plan housing target by seeking housing on both identified and windfall sites.

5.26 The amendments would also result in an increase in the supply of affordable housing (an additional 118 units in Plot B1) which would provide a further significant contribution to the White City affordable housing provision, as well as the wider LB Hammersmith and Fulham Affordable housing need targets. The increase in affordable housing units is in accordance with emerging Policy HO5 (Housing Mix), which requires an increase in the supply and choice of high quality residential accommodation that meets local residents' needs and aspirations.

5.27 The details of the range of unit types (dwelling mix) would reflect the range approved by the extant permission. The development would continue to provide a mix of unit sizes and types to ensure that a mixed and balanced community would be achieved. Final layouts of the residential unit sizes would be determined at Reserved Matters stage. However, all homes would comply with the London Housing Design Guide Standards in terms of unit size and would also be in accordance with the planning policies set out in the London Plan (Policies 3.3 and 3.8) and the policies set out in the Core Strategy (Policies H1 and H4) and Local Plan (Policies DM A1 and DM A3) which will be replaced by policies HO1 and HO5 in the emerging Local Plan.

5.28 The proposed amendments retain a mix of uses on site with a minor increase in commercial floor space (240sqm) creating greater opportunity for business operation on site which is supported by (emerging) Local Plan Policy E1, which supports the intensification of employment uses. The amended scheme will further support adherence to the White City Opportunity Area planning framework which seeks that proposals deliver mixed-use development as outlined in Strategic Policy WCRA-White City Regeneration Area.

5.29 In conclusion, the amendments to the extant permission that would enable the delivery of more housing, including affordable housing (35% of the additional homes above the consented quantum), together with a minor increase in commercial floorspace is supported by emerging planning policies and would positively contribute to the regeneration of White City. The proposals will be substantially consistent with the consented development in land use and in terms of the principle of development.

Affordable Housing

5.30 Phase 2 of the approved development makes provision for affordable housing in accordance with the section 106 agreement. The extant permission would deliver 298 affordable homes, including 80 extra care units, shared ownership, social and affordable rent housing, all within Development Plot B1 (Phase 2).

5.31 The applicant suggests in their planning statement that a significant contributor to the desire to amend the extant permission is driven by the opportunity to optimise the development in Phase 2 and deliver additional affordable homes. In this regard, the proposed amendments, which include altering the horizontal parameters to enable a more efficient building to be designed, particularly in the south-eastern corner of the Development Plot, and increasing the vertical parameters to increase the height of potential development within the Development Plot could deliver an additional 118 affordable homes as proposed by this application. The details of the dwelling mix and tenure of the proposed additional affordable homes is as follows:

Dwelling Type	Affordable Rent	Social Rent	London Living Rent	Shared Ownership	Extra Care Rent	Extra Care Shared Ownership
Studio				23		
1 Bed	12		20	24	-20	
2 Bed	23			11		
3 Bed		20				
4 Bed		5				
Increase	35	25	20	58	-20	0

Table 2: Additional Affordable Homes in Development Plot B1

5.32 The additional affordable housing (excluding extra care units which has been reduced to 60 units following a continued dialogue between the applicant and the Council via the Extra Care Working Group as required by the s106 agreement) which would be delivered across four affordable tenures types proposed, introducing London Living Rent units which did not form a part of the previous scheme. As close as possible, the additional 118 units would be provided in a pro rata fashion in terms of tenure and dwelling mix based on the section 106 agreement associated with the extant permission. In this regard, the previous tenure split between rented and shared ownership housing is broadly maintained and the proportion of unit sizes also reflects an equal uplift on the previously agreed affordable housing provision. The introduction of 20 x 1 bed London Living Rent units (replacing the 20 x 1 bed extra care units) is considered to introduce further variety in tenures to the affordable housing provisions which would address affordable housing needs at a London and local context (in terms of affordability).

5.33 The proposed amendments offer a 35% increase in the affordable housing delivery from the development of the Site (of the additional 'new' units ie: 118 out of 337). This would result in a site wide on-site provision of 416 affordable units (23% of the revised residential total) in addition to an off-site affordable housing phased contribution amounting to £34.5million in lieu (which broadly equates to 168 social rent units approx assuming the cost of providing an affordable unit is £205,000 or 223 units approx assuming the cost is £155,000 per unit assuming a 60% (rent) 40% (intermediate) split). The proposals could result in a total provision between 584-639 units (which would equate to up to 35%).

5.34 LBHF has appointed Carter Jonas to provide a technical review of the applicant's financial viability report which was submitted to justify the amended affordable housing provisions. Carter Jonas advise of the following:

- Since the 2015 Viability Review the Applicant has increased average sales which is considered to be a result of other schemes coming forward such as the BBC Television Centre that has contributed to place making in the area.
- The Benchmark Land Value is appropriate for viability purposes.
- The cost estimates for construction has been amended and appears reasonable for the specification provided.
- The applicant's proposed development programme could be reduced further (resulting in further value).
- The target IRR profit level agreed between the applicant and the council, would not be met on the basis of a Present-Day viability model or the CJ Growth model;
- The offer of 35% affordable housing (on a per unit basis) on the uplift of units and committed early delivery of affordable homes in Phase 2 (resulting in approx 23% of the residential total), is the maximum reasonable affordable housing provision that the scheme can presently afford.
- CJ advises that the £34.5 million for affordable housing in lieu of a review mechanism is based on a previously agreed cost of £205,000 per unit, this equates to 168 affordable units or 223 affordable units (with 60% rent/40% intermediate). The total affordable units being provided as units on site including the uplift units and the equivalent payment in lieu, provides a total equating to between 32%-35% affordable housing.

5.35 It is relevant to note that all of the affordable housing provision will be delivered in the next phase of development (Phase 2) and at this point in the construction process there is a limited opportunity to optimise the affordable housing provision on-site, as proposed within the current application. The legal obligations for development require the affordable housing in Phase 2 to be completed and transferred to a Registered Provider prior to the occupation of further private housing on the site. The proposed amendments would result in 416 affordable housing units being delivered and transferred before 65% of the private housing can be occupied. Officers recognise that this early delivery is a significant benefit for the Borough, which is responding to the local need for genuine affordable homes (within a range of tenures) and future occupiers of the affordable housing at the development.

5.36 Officers welcome the uplift in affordable housing and the proposed additional homes would be a significant benefit resulting from the amendments. Overall the amended scheme would deliver 416 affordable housing units as extra care, shared ownership, social and affordable rent and London Living Rent. In terms of the uplift in housing proposed by this application, the additional 118 affordable homes would

represent 35% of the overall uplift in residential units sought through this s73 application. This provision accords with the essence of the Mayor of London affordable housing SPG, which does not seek a viability review where schemes (including amendments to approved developments) deliver 35% affordable housing. The dwelling mix and tenure-types broadly accord with the agreed mix and type secured in the section 106 agreement. In this regard, the amendments proposed would secure a significant uplift in housing provision, including affordable homes, representing a substantial benefit to LBHF where, like most of London, there is a considerable need for new homes particularly affordable homes.

5.37 The proposed development, as amended, would accord with emerging Local Plan policies HO1, HO3 and HO5, London Plan (Policies 3.3, 3.8, 3.10, 3.11, and 3.12) and the policies set out in the Core Strategy (Policies H1 and H4) and Local Plan (Policies DM A1 and DM A3).

Design Changes: Amendments to Scale, Massing and Design

5.38 The proposed changes to the approved parameters plans (as per the proposals to vary condition 3), have been assessed against emerging Local Plan policies DC1, DC2, DC3, DC8, WCRA and WCRA1, London Plan (2016) policies 7.1, 7.2, 7.3, 7.4, 7.5, 7.6, 7.7, 7.8 and 7.12 and the White City Opportunity Area Planning Framework; policies BE1, WCOA, WCOA1 of the Core Strategy (October 2011); and policies DM E1, DM E2, E4, DM G1, DM G2 and DM G7 of the Development Management Local Plan (July 2013). The new Planning Guidance SPD which sits under the emerging Local Plan (2018) has been considered in the assessment, although it is noted that the previous SPD which hangs of the 2013 Development Management Plan (2013) were relevant at the time the application was submitted, and up until the 28th February remain the adopted documents (noting the guidance contained therein is of limited weight). Consideration has also been given to the following design and conservation based supporting documents:

- Wood Lane Conservation Area Character Profile
- Shepherds Bush Conservation Area Character Profile
- The English Heritage / CABI guidance on Tall Buildings

5.39 National, regional and local planning policies have been considered when assessing the design, heritage and tall buildings aspects of the development proposals.

5.40 The proposed amendments relate to the outline component of the extant permission and thus; are identified in the amendments to the approved parameters rather than the detailed component (Phase 1) which is under construction. The applicant has provided details of an indicative scheme to assist with the assessment. Matters relating to access, landscape, appearance, layout and scale for those Development Plots approved in outline will be determined by the LPA through Reserved Matters applications in due course. The proposals seek to amend the approved parameters and the Design Codes to ensure that they are relevant to the amended proposed development. However, the principles of the agreed Masterplan and the design concept for this site remain relevant and largely unchanged. Hence, the parameter plan and report, coupled with the design codes should provide greater assurances that high quality building designs and external environments can be secured by way of the mechanisms/controls set out in the extant permission which require the scheme to accord with the London Plan and the emerging Local Plan, Policy

DC2- Design of new build, and Policy DC3 Tall Buildings, and Policy DC1 Built Environment.

5.41 In terms of amendments to the approved parameters, the proposals would result in alterations to the horizontal parameters of Development Plot B1, the vertical parameters of Development Plots B1, D1, D2, D3, E1, and E2, and amendments to the positions of Development Plots D2, D3 and E2 to enable the provision of a new plot, E3. These amendments would all be undertaken within the overall context of the Masterplan, which initially accommodated four development plots on the eastern boundary of the site prior to the original planning submission. The revised proposals reinstate Development Plot E3 which sits to the north of Plot E2 and south of D3 within Counters Quay (the lagoon).

5.42 The key principles of the approved Masterplan are retained within the amended proposals. In this regard, the overall composition of the buildings, including their heights is generally as agreed; the connections and routes; the mix of uses; and the provision of public open space remains generally in accordance with the extant permission.

5.43 The importance of the public open space/park and the north-south connections created by the Masterplan proposals remain pivotal to the development proposals. In this regard, the tallest elements of the proposals are positioned to emphasis the open space and pedestrian routes as sought by (Emerging) Local Plan Policy DC2. As proposed by the agreed parameters, the outline component of the development proposals would enable the tallest building (E1) to be situated on the south-east part of the Site marking the focal point of activity and encouraging pedestrians from Wood Lane into Exhibition Park. The ground floor uses and opportunities for recreation and leisure within the park will invite the community to the Site. The proposed landmark building would provide a reference point and way finder when viewed from the surrounding area. In the northern part of the Site, the next tallest buildings identify the route north to the adjacent (former Dairy Crest) site, which would be developed in due course by Imperial College London providing an opportunity to continue the pedestrian connectivity north-south between Westfield and ICL. The buildings in the north of the Site will continue to provide a termination to public open space provided within the development site. Whilst the overall height of the parameters in Development Plots B1 and D1 would be increased by the amendments, the principles of building height across the Site remain consistent with the approved development.

5.44 The arrangements at ground level are retained ensuring that the pedestrian experience of the Site, including the connectivity and legibility would not be altered by the proposed amendments. Associated environmental effects resulting from the proposed increase in scale have been assessment as part of the Addendum to the ES. These are reported in the ES and summarised within this report. However, it is relevant to note that the wind microclimate is not anticipated to be materially altered from the original assessment, which was considered to be acceptable subject to the proposed mitigation. In this regard, whilst the scale of development will result in some changes to the wind microclimate, the ES Addendum concludes that the overall impact on pedestrians and occupiers of the Site would not deviate substantially from the environmental impacts already considered acceptable, and as set out in previous assessments.

5.45 The applicant states that the masterplan design focused on creating character areas and typologies that provide a positive and high-quality environment. The development of the character areas has continued with the detailed design of the

landscaping, which has, in part, been submitted as a Reserved Matters applications and planning submissions for approval (for Phases 1A (Bridge), 1B (The Deck) and Phase 1C (Exhibition Park)). The applicant reiterates the masterplan ethos that the public spaces are to be designed to provide a number of different spatial characteristics and that this concept has been retained within the revised proposals. It is considered that the original design concepts are not altered by the proposed amendments and are, therefore, compliant with relevant up to date design policies, including Policy DC1 (Built Environment) and DC2 (Design of New Build) and DC3 (Tall Buildings)

5.46 Overall, the composition of the approved Masterplan would be retained which has the potential to accommodate a high-quality environment through the development of character areas whereby the landscape design of the public and private open space complements the proposed built development. The Design Codes have been updated to reflect the amendments to the proposed development, but retain the integrity of the original design concept. In this regard, it is considered that there remains a satisfactory design framework within the amended design codes and parameter plans which provides assurances that a high-quality development could be delivered, subject to detailed design. Officers acknowledge the design intent within Phase 1, which is currently under construction and is considered to be acceptable. As agreed, the detailed design and arrangements of the buildings in the outline component of the development will be determined through future Reserved Matters applications.

Built Heritage, Views and Townscape

5.47 Section 66(1) and Section 72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 states that when considering whether to grant planning permission for development which affects a listed building or its setting, or buildings or land in conservation areas, the LPA shall have special regard to the desirability of preserving the building or its setting, or the desirability of preserving or enhancing the character or appearance of that area. In this context, "preserving", means doing no harm.

5.45 Paragraph 134 of the National Planning Policy Framework states that where a proposal will lead to less than substantial harm to the significance of a designated heritage asset, such harm should be weighed against the public benefits of the proposal. The previous applications have been justified on the above basis and it was noted that the numerous public benefits of the development outlined within the previous committee reports outweigh any limited (less than substantial) harm to any heritage assets.

5.47 Volume II of the ES Addendum (2017) provides an updated assessment for the built heritage, townscape and visual effects in respect of the proposed development amendments. The assessment includes a review of relevant changes in legislation since the previous assessment; a review of the baseline conditions; a review of further supplementary mitigation measures required; and any changes to the likely residual environmental effects after these measures have been adopted.

5.48 The assessment relates to the viewpoints previously agreed with the LBH&F, RBKC, the GLA and Historic England with the impact of the proposed development illustrated for each viewing location on an existing, proposed and cumulative basis. No significant changes have occurred to the baseline conditions; for example, no further buildings have been included on the national list or upgraded within the 500m or 1km

study area. There are no significant changes to the Townscape Character Areas, although alterations have occurred within the TCA1 Wood Lane as a result of approved development (cumulative schemes) being implemented.

5.49 The HTVIA considers the effects of the proposed amendments to the approved development during construction and following completion of the development (operations phase). It is noted that the site is already cleared and Phase 1 is now under construction. As with the approved development the ES HTVIA predicts that potential adverse effects during construction would be temporary and can be reduced through good site management, including screening by hoarding. The predicted effects detailed in the 2014 HTVIA and 2015 HTVIA Addendum for the construction phase of the development on the heritage, townscape character areas and visual receptors remain unchanged and have not been reassessed as part of the TVIA Addendum.

5.50 In terms of impacts resulting from operational phase, the HTVIA explains that the proposed amendments to the approved development will have no additional effect on the majority of the heritage assets, townscape character areas and visual receptor's viewpoints. The current baseline situation from Viewpoint 8 - Bard Road/ Freston Road - reduces the effect of the proposed development from moderate to minor beneficial to minor beneficial, which is questionable given the additional development Plot E3 on the eastern boundary of the site will bring the built development closer to the properties and businesses on Bard Road/Freston Road. No other changes to the previously ES assessment findings are noted.

5.51 The previous ES assessment concluded that in overall heritage terms, the proposed development would enhance the built heritage and townscape of the area. Officers consider that these conclusions remain relevant and valid following the HTVIA assessment of the proposed amendments to the extant permission. Although there are views towards the development located on Wood Lane (from the north) whereby the additional height would result in perceptible differences from the extant scheme, the sensitivity remains low and the impacts on heritage are insignificant.

5.52 An objection has been received from the Royal Borough of Kensington and Chelsea on the grounds that the increase in height of the maximum parameters of the tall buildings and the addition of Development Plot E3 would cause harm views across the Borough's Conservation areas, in particular the Oxford Gardens, Avondale and Kensal Green Cemetery Conservation Area.

5.53 The Built Heritage, Townscape Character and Visual Impact Assessment (TVIA) chapter within the Environmental Statement addendum submitted with the planning application fully assessed the impact of the proposals on each of these Conservation Areas in turn.

5.54 In respect of the Oxford Gardens Conservation Area, located to the north east of the site, the TVIA addendum confirms that the effect of the relative change would be negligible and there would be no additional effect on the character and appearance of the Conservation Area, with the overall effect remaining at moderate beneficial.

5.55 The Avondale Conservation Area is located to the east of the site. The TVIA addendum confirms that the proposed development amendments would be indiscernible from the approved scheme when assessed from the identified viewpoint location and that the overall effect would remain moderate beneficial.

5.56 The Kensal Green Cemetery, which is a Registered Park and Garden, and its surrounding Conservation Area is located approximately 1.5KM to the north of the site. The TVIA addendum confirms that the proposed development would remain visible from the higher ground of the cemetery. However, the relative difference between the approved scheme and proposed development amendments is barely discernible and would cause no additional impact on the significance of the Registered Park and Garden, therefore the overall effect remains moderate beneficial.

5.57 The scheme remains in accordance with LBHF planning policy, including the (emerging) Local Plan Policy DC1- Built Environment and Policy DC8 Heritage and Conservation which require new development to conserve the significance of the borough's historic environment by protecting, restoring and enhancing its heritage assets. The proposals are also considered to be in broadly accordance with RBKC policies CL3, CL11 and CL12 of the consolidated Local Plan, London Plan policy 7.7 and the NPPF. It remains the case that the various public benefits of the development, stated throughout this report (eg: housing, employment and open space provision, townscape enhancement etc) outweighs any limited (less than substantial) harm to heritage assets and the character and appearance of conservation areas will be sustained.

Landscape Masterplan

5.58 Policy OS1 (Parks and Open Spaces) requires the council will protect, enhance and increase provision of parks, open spaces and biodiversity in the borough and this policy requires a mix of new public and private open space in the White City Regeneration Area. Policy OS2 (Access to Parks and Open Spaces) states that the council will seek to reduce open space deficiency and to improve will protect and enhance the quality of, and access to, existing open space by (but not limited to) requiring provision of accessible and inclusive new open space in major development, particularly within the council's regeneration areas;

5.59 There are no changes to the landscape strategy as a consequence of the proposed amendments. The landscape is integral to the overall design and the quality of the detailed landscape proposals is illustrated in the Reserved Matters application for Exhibition Park. The character areas established in the approved Masterplan would be retained and developed through the Reserved Matters applications. This application does not seek to amend the agreed layout of public open space or the approach to access and playspace. Overall, the amendments will continue to provide high quality landscaping as required by (emerging) Local Plan Policy DC2- Design of New Build.

5.60 The publicly accessible, privately accessible and visual amenity space measures approximately 30,000sqm of the Site, which generally reflects the approved Masterplan, with the exception of an area within the eastern part of the Site (Counters Quay), where the additional Development Plot will occupy an area previously identified as visual amenity space. The extent of publicly accessible open space within the development does not alter as a consequence of the proposed amendments and would continue to provide substantial amenity to occupiers and visitors of the Site and continues to contribute to the Masterplan concept of "living in the park".

Residential Density and Quality

5.61 Emerging Local Plan Policy HO4 (Housing Quality and Density) and London Plan policy 3.5 requires all housing development to respect the local setting and context, provide a high quality residential environment, be well designed and provide a good range of housing types and sizes. The policy designation, development of neighbouring sites, and the extant permission all result in a change to the local context. The Opportunity Area designation anticipates high quality, high density development to develop much needed housing and jobs. The ES Addendum provides an update of environmental impact resulting from the proposed amendments.

5.62 Officers have considered whether the optimisation of the development could be delivered within the context of the extant permission, with amendments that would secure an acceptable revised residential density. The Site is highly accessible being in close proximity to three underground stations and White City bus station situated to the south of the site. The Public Transport Accessibility Level (PTAL) is 6a and the extant permission resulted in a density of 340units/ha, which falls within the London Plan density matrix. The proposed amendments would increase the residential density (calculated using the Greenwich method) to 460units/ha. Whilst this density ratio exceeds the London Plan guidance, the detailed design as approved within phase 1 demonstrates that the proposals can produce the quality of the housing to meet London Plan design standards and the aspirations of Local Plan Policy HO4 (Housing Quality and Density). The reserved matters applications and relevant planning conditions can be secured in order to deliver high quality residential quality in terms of sizes, type and arrangement.

5.63 Due to the high density of the revised proposals, it is necessary to consider whether the standard of residential accommodation internally, will be acceptable, in order to demonstrate a design led approach. Anstey Horne have reviewed the sunlight, daylight and overshadowing impacts within the development site to assess the probable impacts of the amendments to the approved development. The details of the window layouts for the outline component are not known at this stage and each Reserved Matters application for the future phases of development will assess the light provision to ensure that a suitable residential environment is being created. At this stage, it is necessary to review the likely impact of the amended scheme on the Phase 1 development, which has been designed in detail.

5.64 The 'light within' report is submitted in support of this application; it demonstrates that the agreed environmental conditions in respect of light would generally be maintained with the amendments proposed. It is anticipated that there would be a slight worsening of the light within levels in the north facing dwellings in Development Plot A2 in Phase 1, a slight worsening of levels within the south facing units in Development Plot B1 given the extension southwards of this plot and some minor reductions within the eastern development plots as a result of amending the siting of the lagoon plot E2 and proximity and scale of new plot E3. Notwithstanding these conditions, officers consider that the development including the proposed amendments would deliver an appropriate residential environment having regard to the admission of daylight, sunlight and in terms of the potential overshadowing of amenity areas, and these are broadly consistent with the approved development overall.

5.65 In summary, it is considered that this application will result in a scheme that could provide an acceptable standard of accommodation for future occupiers of the residential

accommodation in respect of the living space, aspect and amenity subject to detailed design. The assessment is that the majority of the proposed units would benefit from acceptable levels of daylight/sunlight, outlook and privacy. The development is therefore considered to be acceptable in accordance with Policies 3.5 and 3.8 of the London Plan (2016), Policy H3 of the Core Strategy (2011), Policies DM A2, DM A9 of the Development Management Local Plan 2013, Policies WCRA1 and E1 of the Proposed Submission (Emerging Local Plan) and the Council's "Planning Guidance" Supplementary Planning Document and White City Opportunity Area Planning Framework (2013).

Children's Playspace

5.66 Emerging Local Plan Policy OS3 (Playspace for Children and Young People) requires accessible and inclusive, safe and secure communal playspace will be required on site within new residential development that provides family accommodation; that is well designed and located and caters for the different needs of all children, including children in younger age groups, older children, teenagers and disabled children. The scale of provision and associated play equipment will be in proportion to the scale and nature of the proposed development. London Plan Policy 3.6 (Children and young people's play and informal recreation) and the Mayor's Play and Informal Recreation SPG sets out the GLA's benchmark standard requirement of 10sqm of dedicated playspace per child. The Mayor's play space calculation spreadsheet established a requirement for 360sqm for this detailed component. The 'doorstop' playspace for under five-year olds is generally provided within the buildings' courtyard, whilst the remaining playspace requirements for older children will be accommodated within the extensive publicly accessible open space provided across the whole site. Phase 1 is not altered by this application; hence, there are no amendments necessary to the play space provision for Phase 1.

5.67 The original application identified that 720sqm of play space would be required for the Outline Component based on the range of dwelling types that was likely to be provided within the future development phases. Since these calculations, the provision of affordable housing, including the tenure types, has been confirmed and this application seeks to increase the overall provision of housing on the Site. As a consequence, Phases 2 to 5 are likely to result in a child yield greater than previously proposed. Hence, additional play space is required to enable full compliance with the policy requirement. It is anticipated that the potential child yield for Phases 2 to 5 would generate the requirement to provide approximately 3,000sqm of play space. As previously proposed this requirement could adequately be accommodated within the publicly accessible open space within the development, with door-step play generally provided for under 5 years within the private courtyards proposed within the Masterplan. In this regard, the scheme including the amendments would comply with planning policy in respect of children's play space, although a shortfall exists for older children.

5.68 The shortfall of playspace for older children could be addressed through the additional financial contributions which could be applied towards the provision of new playspace and improvements to existing and proposed play areas in the vicinity of the site, having regards to the Delivery Infrastructure Funding (DIF) as set out in the WCOAPF. The contributions, as part of the increased WCOAPF contribution which is a phased obligation that can be pooled as part of 5 other agreements will be secured in the new s106 agreement. It is also acknowledged that through the other major regeneration schemes on adjacent sites in the area (as part of Strategic Site WCRA1)

there would be alternative playspaces (for all ages provided) which serve each development, but would be accessible to residents of the White City Living development.

5.69 In conclusion, it is considered that despite the shortfall in the playspace for older children, that there are likely to be satisfactory provisions provided on other major developments nearby in the WCRA which would be accessible for WCL residents and that the pooled s106 planning obligations package also provides further scope for enhanced play facilities in accordance with the WCOAPF to mitigate the effect of the development. The provision of children's play is therefore, on balance, considered acceptable to ensure broad compliance with London Plan policy 3.6 and emerging Local Plan policy OS3.

Transport and Highways

5.70 In determining this application, consideration is given to the emerging Local Plan policies T1, T2, T3, T4, T5 and T7 which relate to traffic impact/transport assessments, car parking standards, cycle parking, encouraging walking and cycling. The previous planning applications were assessed against Transport policies including the National Planning Policy Framework, London Plan policies 6.1, 6.3 6.9, 6., 6.12 and 6.3, Core Strategy policies T1, WCOA and WCOA1 and Development Management Local Plan policies DM J2, DMJ3, DM J1, DM J4 and DM J5. The transport access and parking arrangements were considered to be acceptable subject to conditions and s106 obligations. Access arrangements for the site and the detailed component are not proposed to change as part of this application.

5.71 The proposed amendments have been assessed in the Transport Assessment Addendum prepared by Buro Happold and reported in the relevant chapter of the ES Addendum. In terms of the trip generation the assessment concludes that the net transport impact of the revised proposals would not be significant taking into account construction and operational phases of the development. The TA has been reviewed by the Council's Transport and Highways Officer who raises no objections to the proposals.

5.72 There is no change to the number of car parking spaces proposed across the site. As with the permitted scheme, a total of 595 car parking spaces are incorporated for the residential element of the scheme plus four bays for car club use. The uplift in residential units will not have a demonstrable impact on the ratio of parking spaces per unit across each of the phases, which will slightly reduce to 0.33 per unit.

5.73 The cycle parking provision for Phase 1 is unchanged as this part of the development is not amended by this application. The cycle parking provision for Phases 2 - 5 has been revised based on the emerging LBHF standards as outlined in Policy T3, which reflect the London Plan standards. The cycle provision can be secured by way of conditions. The TA provides a range of cycle parking provision for residential and non-residential uses depending on the dwelling mix built out through future reserved matters applications. This application demonstrates that it is the Applicant's intention to develop the cycle parking provision in accordance with current London Plan and emerging LBHF standards.

5.74 In overall terms, the proposed amendments to the extant planning permission would not result in any adverse effects in terms of highways and transport beyond those already assessed by the former Environmental Statement. In accordance with planning

policy an appropriate level of car and cycle parking is included within the development thus, being in accordance with the policies T3 and T4 of the emerging Local Plan.

5.75 The site is accessible and well served by public transport, the proposed development (as amended) would enhance pedestrian and cycle linkages to the north-south and east-west of the site to the benefit of the wider White City Opportunity Area. It is considered that the amendment would not result in impacts above the previously approved development, which is born out of the transport assessment conclusions as verified by the Council's Transportation and Highways officers. It is anticipated that TfL will raise no objection to the proposals subject to the imposition of planning obligations and conditions. Transport impacts arising from the development would be mitigated by conditions (as per the previous scheme) and the s106 provisions (as per the previous scheme) which could contribute towards sustainable transport infrastructure measures within the White City Opportunity Area and prevent significant increase in on-street parking pressures in surrounding roads. A car park management, servicing, road safety and travel planning initiatives would be implemented in and around the site to mitigate against potential issues.

5.76 The proposed development is therefore considered acceptable in accordance with policies T1, T2, T3, T4, T5 and T7 of the emerging Local Plan (2018), policies 6.1, 6.3, 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 supplementary planning guidance and White City Opportunity Area Planning Framework (2013).

Energy and Sustainability

5.77 Emerging Policy CC1 (Reducing Carbon Dioxide Emissions) requires all major developments to implement energy conservation measures by meeting the associated carbon dioxide (CO₂) reduction targets; make the most effective use of passive design measures, demonstrate and quantify how the proposed energy efficiency measures and low/zero carbon technologies will reduce the expected energy demand and CO₂ emissions; demonstrate that heating and/or cooling systems have been selected to minimise CO₂ emissions, considering the feasibility of connecting to any existing decentralised energy systems or integrating new systems such as Combined (Cooling) Heat and Power units or communal heating systems (without having an unacceptable impact on air quality); and using on-site renewable energy generation to further reduce CO₂ emissions where feasible.

5.78 Emerging Policy CC2 (Ensuring Sustainable Design and Construction) requires the implementation of sustainable design and construction measures in all major developments. These policies seek to update the 2013 Local Plan policies relating to energy and sustainability. This application has been assessed principally against the emerging Local Plan policies having regards to the former policies.

5.79 An Energy Statement is submitted in support of the amendment application. It outlines the energy strategy for the overall development taking into account the Mayor's energy hierarchy and aspirations to deliver energy efficient development. In accordance with the approved energy strategy for the Site, the proposals retain 'be lean' measures, which ensure energy efficiency through building fabric and design. As approved, the development incorporates 'clean' energy generation through on-site CHP. As previously proposed, the combination of 'Be Lean' and 'Be Clean' measures will result in a 41%

reduction in regulated CO2 emissions ensuring a high energy efficient development in compliance with planning policy.

5.80 The submitted Sustainability Statement confirms the intention to design and construct the non-residential aspects of the proposal to meet the "Very Good" BREEAM Rating and for sustainable design and construction measures to be integrated into the residential units. The existing application permission includes Conditions 45 and 46 in relation to requiring the provision of supporting evidence for each development plot to show that the required levels of sustainability have been achieved.

5.81 In relation to Flood Risk and SuDS issues, the proposed amendments do not increase flood risks on the site. Condition on the existing permission (Condition 31) requires submission of information on the proposed Sustainable Drainage Systems (SuDS) for each development plot prior to commencement. A similar approach would be suitable for this current application. Condition 30 on green/brown roofs should be retained.

5.82 The Site is situated in a highly sustainable location and benefits from excellent access to public transport. The key sustainability measures designed into the Masterplan are retained through these amendments, including the significant improvements to biodiversity and ecology as a result of the landscaping proposals; inclusive access; water and energy efficiency; waste and recycling facilities during construction and operational phases; a safe and secure environment; and high-quality sound insulation to ensure a suitable residential environment is delivered. The Council's Environmental Policy Officer raises no objections to the proposals subject to the imposition of conditions, which are retained within the extant consent. In addition, the proposals now incorporate 100% electric vehicle charging points which could be conditioned. Overall, the proposals are considered to retain high quality sustainability credentials.

5.83 In addition to the policies complied with at the time in the determination of the previous planning permission, it is considered the proposals (as amended) broadly comply with the council's emerging Local Plan (2018) policies CC1, CC2, CC3 and CC4 which require highly energy efficient sustainable design which minimises flood risk and manages sustainable drainage.

Accessibility

5.84 At the time the current approval for the detailed component was granted there was a policy requirement (Core Strategy Policy H4) for all new dwellings to be built to 'Lifetime Homes' standards with 10% to be wheelchair accessible or easily adaptable for residents that are wheelchair users. The information submitted with the previous application noted that homes would be designed to Lifetime Homes Standards. The officers report also noted that 10% of the overall development (as well as 10% of the detailed component) would be designed to wheelchair accessible housing standard or easily capable of being adapted to wheelchair units. A condition was imposed on the original approval requiring 10% of the total residential units to be provided to wheelchair housing standard or adaptable to this standard.

5.85 Under current requirements (London Plan (2016) policies 3.5 and 3.8) 10% of all new dwellings are required to be built to Building Regulation M4(3) 'Wheelchair User

Dwellings' and 90% of all new dwellings to be built to Building Regulation M4(2) 'Accessible and Adaptable Dwellings'.

5.86 Conditions are imposed on the extant permission requiring the outline component of the development to meet the above current requirements to ensure that current policy is adhered to and these will be retained.

5.87 There are no revisions to the internal or external layout of the development. Therefore, the level of accessibility and inclusivity established by the consented development with respect to the public realm and the buildings will be safeguarded. Subject to conditions and s106 provisions, it is considered that the development (as amended) would provide a safe and secure environment for all users consistent with policy.

5.88 Conditions would be secured to ensure the amended scheme meets the emerging Local Plan Policy HO6 which requires that new developments meet M4(3) standards and 10% of the additional units are capable of adaptation for residents who are wheelchair users (M4(2) Standard). The additional units would be split across the different housing tenures and type.

Amenity Considerations

5.89 Emerging Local Plan policies HO11 (Residential Standards), DC1 (Built Environment) and DC3 (Tall Buildings) replace former Core Strategy Policy BE1 and DM Local Plan policies DM G1 and DM G2 which require development to be well designed and respect of the principles of good neighbourliness.

5.90 The approved development was not considered to result in significant harm to the amenities of the nearest adjoining existing residential occupiers (on Wood Lane) in terms of daylight/sunlight, over-shadowing, and privacy (or noise or light pollution). It was considered that the proposals were designed so that they do not unduly prejudice the development potential of the adjoining sites (to the north, south or west) which have the capacity to contribute towards the comprehensive regeneration of the Opportunity Area, by virtue of the extent of the daylight, sunlight, overshadowing and privacy impacts.

5.91 The daylight and sunlight studies demonstrate that the proposed changes to the parameters do not give rise to additional impacts to amenity beyond that of the consented scheme. In this regard, the development is considered to respect the principles of good neighbourliness. Potential impacts (both of the scheme and its cumulative effects) in terms of air quality, light pollution, solar glare, wind tunnelling, noise or TV/radio reception would be within acceptable tolerances without causing major adverse impacts (in ES terms), subject to the various mitigation methods proposed secured by conditions and the design details within the reserved matters submissions.

5.92 The application is supported by a daylight report which includes that given that the proposal provides high density development within an inner London location, and that some of the light levels are hampered by the projecting balconies which are necessary to provide essential outdoor amenity space it is considered that the layout of the development provides good internal light levels. The report therefore concludes that the proposals comply with emerging Local Plan policies DC1, DC3 and HO1, policies 3.5,

3.6, 3.8, 7.3, 7.6, 7.7, 7.14 and 7.15 of the London Plan (2016) and policies BE1, H3 and CC4 of the Core Strategy (2011) and policy DM A9 and DM G1 of the Development Management Local Plan 2013.

Noise

5.93 Emerging Policy CC11 (Noise) states that Noise (including vibration) impacts of development will be controlled by locating development in the most appropriate locations and protect against existing and proposed sources of noise and vibration through careful design, layout and use of materials, and by ensuring adequate insulation of the building envelope and internal walls, floors and ceilings as well as protecting external amenity areas. The conditions imposed on the extant permission would ensure that this policy can be broadly complied with, without fundamentally changing the permission.

Air Quality

5.94 Policy (CC10 Air Quality) states that the council will seek to reduce the potential adverse air quality impacts of new developments by requiring all major developments to provide an air quality assessment, mitigation measures to be implemented to reduce emissions, reduce exposure to acceptable levels and be 'air quality neutral'. The Policy states that the council will resist development proposals which would materially increase exceedances of local air pollutants and have an unacceptable impact on amenity or health unless the development mitigates this impact through physical measures and/or financial contributions to implement proposals in the Council's Local Air Quality Management Plan; and requires all decentralised energy schemes to demonstrate that they can be used without having an unacceptable impact on air quality. Where this is not possible, CHP systems will not be prioritised over other air quality neutral technologies.

5.95 The comments of the air quality officer are noted, but as the extant scheme is under construction, imposing more onerous requirements at this advanced stage in construction is not considered to be justified in light of the weight which can be attached to the consented development. It is recommended that the conditions imposed on the extant scheme which secure mitigation measures are sufficient for this application and will broadly comply with the intentions of the new policies which seek to reduce adverse air quality effects of new developments.

Environmental Impact Assessment

5.96 The original scheme was subject to an EIA due to the scale of the proposals and the potential for significant environmental effects to occur. The Environmental Impact Assessment (EIA) comprised an Environmental Statement (ES) which were submitted with the planning application. The amendments made in 2015 (subject to the original but revised development scheme) were further supported by additional environmental information in the form of an ES Addendum.

5.97 Further amendments were made to the consented scheme, through a planning application to vary the proposals for Phase 1 in 2016. An ES Statement of Conformity was prepared and submitted with the planning application (2016/03907/VAR) prior to a permission being granted. It concluded that the amendments to the proposed development would not lead to any previously unidentified significant environmental

effects and that the conclusions of the 2014 ES and 2015 ES Addendum remained valid.

5.98 Further amendments are now proposed to the masterplan consented development. The Section 73 Planning Application seeks amendments to the outline component of the planning permission to vary the approved parameters and overall provision of housing within the development site. The amendments have been assessed and an ES Addendum has been prepared, which supplements, updates and must be read in conjunction with the existing 2014 ES and 2015 ES Addendum.

5.99 Since the 2015 ES Addendum was completed, there have been some changes to the cumulative developments in the surrounding area. In addition, there are some new proposed developments that require consideration. The proposed developments which are considered to have the potential for in-combination effects with the proposed development, due to their proximity, nature or scale are set out in the ES Addendum and are agreed with officers.

5.100 **WASTE AND RECYCLING:** An addendum to the September 2014 Operational Waste Management Strategy has been produced which assesses the changes from an operational waste perspective. The previous assessment conclusions for the outline and detailed component have been revised due to the amended floor areas as now proposed. Overall, after consideration of the amendments to the proposed development, the ES Addendum considers that the 2014 ES (as amended by the 2015 ES Addendum) assessment remains unchanged with effects relating to all receptors negligible. No additional residual effects are observed and all previously predicted residual effects remain at negligible, through the implementation of the mitigation measures stipulated in the 2014 ES, the 2014 Operational Waste Management Strategy and the Operational Waste Management Strategy Addendum provided as part of the 2017 ES Addendum.

5.101 **SOCIO-ECONOMICS:** The ES reports that the increase in dwellings means a further increase in the population and therefore the need for local infrastructure such as schools, GPs, open space/play space and sports/leisure/other community facilities. The assessment found that whilst the need for pre-school, primary and secondary school places has increased, there is currently sufficient capacity in the area to accommodate these additional pupils and therefore the effect is considered to be negligible.

5.102 The original 2014 ES found that there would be a minor adverse effect on GP capacity; however, it has been found that capacity has now increased. The proposals provide mitigation by way of potential financial contributions towards GP provision within the WCOAPF contribution.

5.103 The need for play space has increased however in response more play space will be incorporated on the open space on site, resulting in a negligible effect. The open space on site is well in excess of required levels and therefore there will have a positive effect on the local area. The small increase in retail floorspace will provide a small increase in the number of jobs, which is considered to be beneficial. In addition, the increase in spending from both workers and new residents is considered to be beneficial to the local economy. Therefore, the overall effect is unchanged from the original 2014 ES and 2015. Overall, there are minimal changes to the residual effects between the 2014 ES (and 2015 Addendum). The only change relates to healthcare which was assessed to be minor adverse but has now been assessed as negligible.

This is due to increased capacity or the potential mitigation through payments towards healthcare if this position was to change in the future.

5.104 **TRAFFIC AND TRANSPORTATION:** The ES Addendum reports a slight increase in construction traffic, owing to the increase in floor area, would have a net negligible effect on the surrounding roads. The temporary footway closures on the eastern side of Wood Lane, described in the 2015 ES Addendum, remain applicable to the proposed development, resulting in temporary local medium-term moderate adverse effects on pedestrians. The proposed development is anticipated to result in an increase in person trips for each mode. However, the ES Addendum concludes that environmental effects of the proposed development is negligible or negligible to localised minor beneficial. The residual effects of the proposed development remain unchanged from the conclusions of the 2015 ES Addendum.

5.105 **NOISE AND VIBRATION:** During construction, a short-term negligible adverse effect of noise is predicted to occur at existing receptors comprising the Travellers Site, properties adjacent to Wood Lane Station and Imperial College (Plot C). With appropriate noise mitigation measures (suggested in the original 2014 ES) future receptors within the proposed development will be exposed to construction noise which is expected to have a short term negligible to minor adverse effect.

5.106 A negligible adverse effect of construction vibration is predicted at the existing receptors overall. However, given the close proximity of the future receptors to other construction phases, it is predicted that a moderate 'temporary' adverse effect could occur to residents on the site. With appropriate vibration mitigation measures applied and satisfactorily implemented, construction vibration is expected to have a short-term minor adverse effect.

5.107 Noise emissions from fixed mechanical plant and equipment should have a negligible significance of effect in the long-term effect at existing receptors (R1 to R3), if noise limits given in the 2015 ES Addendum are followed. The 2015 ES Addendum assessment remains valid. The ES Addendum forecasts that the Traffic noise generated by the development during operation will have a negligible short and long-term effect at existing receptors to the west (Wood Lane) and to the north (Imperial College Woodlands and the Travellers Site). The short-term effect has been predicted to be moderate-minor adverse, and negligible in the long-term, with mitigation (as set out in the planning conditions) in place.

5.108 Although there have been minor amendments to recommended glazing specification for Developments Plots B1, C1, D and E, this did not yield any change to the suitability of the site for its intended use. The ES Addendum concludes that all other conclusions of the 2014 ES (as amended by the 2015 ES Addendum) remain valid.

5.109 **AIR QUALITY:** The ES predicts that the amended proposed development results in no change to the air quality effects arising from the demolition and construction phase of the previous scheme and therefore all conclusions made in the previous assessment remain valid. The ES states that the pollutant emissions from traffic generated as a result of the revised scheme and from onsite energy generation have been considered at existing and proposed receptor locations. The impact associated with the amended proposed development is predicted to be negligible at all considered receptor locations. The impact on local air quality from the amended proposed development can therefore be considered insignificant and that the mitigation

measures secured by way of conditions provide an acceptable management framework to minimise adverse air quality impacts in accordance with the previous planning permission.

5.110 WATER AND FLOOD RISK: The overall magnitude of impact and effect significances predicted in the 2014 ES and 2015 ES Addendum remain unchanged. The supplementary mitigation specified in the 2014 ES for the construction phase of the project, for incorporation into a Construction Environmental Management Plan (CEMP), remains valid. There is an increase in vulnerability to flood risk due to the increased units; however, the site is located within Flood Zone 1 and therefore is not considered to require further mitigation as More Vulnerable development is permitted within Flood Zone 1 in accordance with planning policy. The significance of effect regarding flood risk to future site users is considered to remain at negligible, based on the findings of the FRA Statement of Conformity.

5.111 WIND MICROCLIMATE: The ES expects that the wind conditions will gradually change from that of the baseline conditions, to those seen in the completed development scenario. Therefore, wind conditions are expected to be suitable for the intended use at the detailed component during construction. Wind conditions were largely similar to that discussed in the 2014 ES and 2015 Addendum at Phase 1 (detailed component).

5.112 The ES notes that the thoroughfares to the east and south of the site are likely to have slightly windier conditions as a result of the amended development. However, these spaces are still suitable for the intended use, according to the ES. Calmer conditions were seen at the north of the site in comparison with the 2014 ES, but consistent with the 2015 Addendum, and are therefore suitable for the intended use. As with the 2014 ES and 2015 Addendum, all amenity spaces are considered to be suitable for the intended use during the summer season. At the portion of the development covered by outline plans, windier locations were noted at phases 2, 3 and 5, which will require mitigation measures at the detailed design stages, similar to that noted at Phase 2 in the 2014 ES.

5.113 The ES forecasts residual effects similar to that discussed in the 2014 ES and 2015 Addendum. The residual effects have been stated based on the results without any landscaping in place, which would be likely to improve wind conditions. At the Phase 1 thoroughfares, residual effects are expected to range from moderate beneficial to negligible. Entrances at Phase 1 will have wind conditions which represent a minor beneficial to negligible effects. Amenity spaces at Phase 1 all have wind conditions which represent a negligible effect. At Phases 2-5, wind conditions represent a moderate beneficial to moderate adverse effect. The adverse effects are to be mitigated at the detailed design stage of these phases as the detailed design is expected to have an effect on the overall wind microclimate. With appropriate measures in place (as committed to) minor and moderate adverse wind conditions can be satisfactorily mitigated.

5.114 DAYLIGHT, SUNLIGHT AND OVERSHADOWING: The assessment of daylight, sunlight and overshadowing effects from demolition and construction remains the same as set out in the 2014 ES and 2015 ES Addendum which is considered to be short-term (temporary) and negligible. The operational effects in the proposed development scenario will differ slightly from those of the 2014 ES and 2015 ES Addendum. However, the effects to the existing neighbouring receptors in the proposed

development scenario will remain negligible. The operational effects in the cumulative development scenario (which assesses impacts and effects to future receptors) show statistical differences from those of the 2014 ES and 2015 ES Addendum. However, the effects to the existing neighbouring receptors in the proposed development scenario will remain negligible. The effects to the developments at Westfield Phase 2 and the former Dairy Crest Site will remain minor adverse and moderate adverse respectively.

5.115 The results of the daylight and sunlight assessment in the proposed and cumulative development scenarios are comparable with the results from the original 2014 ES chapter and 2015 ES Addendum showing no change to the overall effect. The residual effects to neighbouring existing receptors do not change from those stated in the 2014 ES and 2015 ES Addendum.

5.116 GREENHOUSE GASES: The contribution to atmospheric GHG emissions through construction and operation of the development is considered as significant and has been assessed against a baseline of zero emissions as there is currently no comparable development on site. However, the ES advises that mitigation measures incorporating sustainable construction techniques, use of low carbon materials and methods as well as decarbonisation of the grid (which can be secured by way of condition), will mean GHG emissions can be kept to a minimum in line with best practice guidance.

5.117 TOWNSCAPE AND HERITAGE: The ES reports that the proposed development changes will have no additional effect on the majority of the heritage assets, townscape character areas and visual receptor's viewpoints. The current baseline situation from Viewpoint 8 - Bard Road / Freston Road (junction of) reduces the effect of the proposed development from moderate to minor beneficial to minor beneficial. There are no further change to the findings of the 2014 ES and 2015 ES Addendum, which established that the proposed development will have a direct, permanent, major to moderate magnitude of change and a major to moderate beneficial significance of effect.

5.118 The ES reports that the following significant residual townscape effects remain following the amendments to the proposed development.

- Heritage Assets: The ES considers that the proposed development will have a major beneficial effect on Wood Lane Conservation Area. Along with a moderate beneficial effect on the listed building of the former BBC Television Centre, Wood Lane; the conservation areas of Oxford Gardens and Avondale; and, the Registered Park and Garden of Kensal Green (All Souls) Cemetery.
- Townscape Character Areas: The ES considers that the proposed development will have a major to moderate beneficial significant effect on TCA1 Wood Lane; and
- Visual receptor's viewpoints: The ES considers the proposed development will have a major to moderate beneficial significant effect on viewpoint 20 and a moderate beneficial significant effect on viewpoints 7, 9, 15, 16 and 17.

5.119 Officers consider that the ES overplays the major beneficial impacts in terms of townscape effects. However, it is considered that the proposals would not amount to harm, which is significant, in ES terms.

5.120 CUMULATIVE EFFECTS: In regard to cumulative effects, the ES concludes;

- With regard to interaction effects, when several effects may have an interactive effect on the same receptor, the effects predicted in the 2014 ES (as amended by the 2015 ES Addendum) remain valid, except for the interactive effect of air quality and noise on Wood Lane Residents and Imperial College Block C, which is temporarily significant in its own right due to traffic noise; and
- With regard to the in-combination effects assessment (i.e. effects in-combination with other developments), no new or previously unidentified significant adverse effects have been predicted.

ES CONCLUSIONS:

5.121 The ES Addendum has been reviewed by the Council's Environmental Policy, Land Contamination, Environmental Quality and Transport Officers who all raise no objections. At the time of writing this report, responses had not been received from a number of other consultees including Thames Water. The Environmental Statement, the subsequent Environmental Statement Addendums and the submitted further information to the Environmental Statement and their various technical assessments together with the consultation responses received from statutory consultees and other stakeholders and parties, enable the Council to determine this application with knowledge of the likely significant environmental impacts of the proposed development.

Section 106 Obligations

5.122 The extant planning permission was approved subject to a section 106 legal agreement. It was considered that the s106 obligations were required in order to make the development acceptable in planning terms. It is considered that the extent of the potential impacts to arise from the current proposed development (as amended) would be more extensive than those attributed to former scheme, particularly with respect to socio-economic impacts. The adopted WCOA policies in the Core Strategy, Local Plan (including the emerging Proposed Submission Document) and policy guidance set out in the WCOAPF require new development to contribute proportionally to the wider regeneration of the area and also to contribute towards necessary social, physical and economic infrastructure to support the major developments. The extant scheme secured £10,800,000 financial contributions towards improvements to local highways, improvements to public transport, improvements to cycle facilities, contributions to health and education and new community facilities and employment and training initiatives on the basis that a maximum of 1477 residential units are built. A further proportional contribution is justified recognising the quantum of residential floorspace has increased. A revised total of £12,800,000 is therefore secured and this contribution would enable necessary infrastructure to be delivered within the vicinity of the site which is needed to accommodate the level of growth sought within the White City regeneration area.

5.123 As such, the planning obligations set out in the s106 would still apply in the event of approving this section 73 application, which would create a new planning permission to supersede the previous one.

5.124 In light of the above, it is considered that a new Section 106 Agreement is drawn up which updates the provisions of the former Legal Agreement is necessary in order to secure the necessary infrastructure to mitigate the impacts of the proposed

development (as amended) and ensure the proposal (as amended by way of S73) is in accordance with the statutory development plan.

5.125 The applicant has agreed to enter into an updated Section 106 Agreement which carries over the provisions of the previous legal agreements in respect of ref: 2016/03907/VAR and ref: 2014/04726/OUT under Section 106 of the Town and Country Planning Act 1990 (As Amended) and S278 of the Highways Act 1980 that will relate to the new planning permission. The non-financial contributions which formed a part of the previous planning permissions will be secured to mitigate the impacts of the development (as amended) and to make the modified scheme acceptable in planning terms.

5.126 Officers are of the view that allowing an additional 337 dwellings warrants an additional contribution towards WCOAPF infrastructure and that the additional sum secured, is reasonable, proportionate and would directly relate to the development. Aside from the additional WCOAPF contribution, it is considered that there are no other additional obligations necessary and related to the revised development scheme as amended by way of this section 73 application.

5.127 In conclusion, the use of planning obligations, as set out in the provisions of the extant scheme s106 agreement, subject to the changes discussed above considered to be in accordance with Policy DEL1 of the (emerging) Local Plan, London Plan (2016) policy 8.2 and Core Strategy Policies CF1, WCOA and WCOA1 and the White City Opportunity Area Planning Framework (2013). The proposed s106 payments will be staggered in accordance with the extant scheme payment plan set out in the signed s106. As is standard practice within LBHF, officers will recover the costs involved with the preparation and signing of the section 106 legal agreement.

Mayoral CIL

5.128 The CIL regulations came into effect on 1 April 2012. The proposed development (as amended) will be liable for payment for Mayoral CIL (to go towards Cross rail) in accordance with policies 6.5 and 8.2 of the London Plan (2016).

6.0 Conclusion:

6.1 This S73 application has been assessed in terms of potential environmental impacts and having regard to design / amenity related impacts and the proposed changes to the detailed component of the scheme are acceptable in all respects. The application has been assessed against all relevant planning policies, including those in the emerging Local Plan (2018) which are of considerable weight, and will be of full weight, after the 28th February 2018.

6.2 It is recommended that the proposed development is approved subject to conditions and a new Section 106 Agreement.

APPENDIX:

Development Management Local Plan Policies:

DM SD1 (Presumption in Favour of Sustainable Development)	Not replaced
DM A1 (Housing Supply);	To be replaced by New Local Plan policy H01
DM A2 (Housing Quality & Density)	To be replaced by New Local Plan policies H04, H011 and DC1
DM A3 (Housing Mix)	To be replaced by New Local Plan policy H05
DM A4 (Accessible Housing)	To be replaced by New Local Plan policy H06
DM A5 (Meeting Needs of People who need Care & Support)	To be replaced by New Local Plan policy H07
DM A9 (Detailed Residential Standards)	To be replaced by New Local Plan policies DC2 and CC11
DM B1 (Employment Uses)	To be replaced by New Local Plan policies E1 and E2
DM B3 (Employment and Training Initiatives)	To be replaced by New Local Plan policy E1 and E4
DM D1 (Community Services)	To be replaced by New Local Plan policies CF1, CF2 and CF3
DM D2 (Arts, Culture, Entertainment, Leisure, Recreation & Sports)	To be replaced by New Local Plan policy CF3
DM E1 (Access to Parks and Open Spaces)	To be replaced by New Local Plan policy OS2
DM E2 (Playspace)	To be replaced by New Local Plan policy OS3
DM E4 (Greening the Borough)	To be replaced by New Local Plan policy OS5
DM G1 (Design of New Build)	To be replaced by New Local Plan policies DC1, DC2 and HO6
DM G2 (Tall Buildings)	To be replaced by New Local Plan policy DC3
DM G4 (Shopfronts)	To be replaced by New Local Plan policy DC5
DM G6 (Views)	To be replaced by New Local Plan policies DC7
DM G7 (Heritage and Conservation)	To be replaced by New Local Plan policy DC8
DM H1 (Reducing Carbon Dioxide Emissions)	To be replaced by New Local Plan policies CC1 and CC2
DM H2 (Promoting Sustainable Design)	To be replaced by New Local Plan policies CC1 and CC2
DM H3 (Reducing the Risk of Flooding)	To be replaced by New Local Plan policies CC3 and CC4
DM H4 (Water Quality)	To be replaced by New Local Plan policies CC5
DM H5 (Waste Management)	To be replaced by New Local Plan policy CC7
DM H7 (Contaminated Land)	To be replaced by New Local Plan policy CC9
DM H8 (Air Quality)	To be replaced by New Local Plan policy CC10
DM H9 (Noise)	To be replaced by New Local Plan policies CC4 and CC11
DM H10 (Light Pollution)	To be replaced by New Local Plan policy CC10
DM J1 (Transport Assessments and Travel Plans)	To be replaced by New Local Plan policy T2

DM J2 (Vehicle Parking Standards)
DM J3 (Housing with Reduced Parking)
DM J4 (Disabled person's Parking)
DM J5 (Increasing Opportunities for Cycling and Walking)

To be replaced by New Local Plan policy T3
To be replaced by New Local Plan policy T4
To be replaced by New Local Plan policy T5
To be replaced by New Local Plan policy T7

Core Strategy Policies:

BE1 (Built Environment);
WCOA (White City Opportunity Area);
WCOA1 (White City Opportunity Area Strategic Site 1);
CF1 (Community Facilities);
CC1 (Reduce Carbon Emissions and Climate Change);
CC2 (Water and Flooding),
CC3 (Waste Management),
CC4 (Environmental Quality);
T1 (Transport);
H1 (Housing Supply);
H2 (Affordability);
H3 (Housing Quality & Density);
H4 (Meeting Housing Needs);
LE1 (Local Economy & Employment);
OS1 (Open Space);
BE1 (Built Environment);
Strategic Policy A (Regeneration and Growth) and;
Strategic Policy B (Employment Location)

To be replaced by New Local Plan policy DC1
To be replaced by New Local Plan policy WCRA
To be replaced by New Local Plan policy WCRA1
To be replaced by New Local Plan policies CF1, CF2 and CF3
To be replaced by New Local Plan policies CC1, CC2 and CC3
To be replaced by New Local Plan policies CC2, CC3 and CC4
To be replaced by New Local Plan policy CC6
To be replaced by New Local Plan policies CC9 and CC10
To be replaced by New Local Plan policies T2, T3, T4, T5 and T7
To be replaced by New Local Plan policy H01
To be replaced by New Local Plan policy H03
To be replaced by New Local Plan policies H04 and H011
To be replaced by New Local Plan policy H05
To be replaced by New Local Plan policy E1
To be replaced by New Local Plan policy OS2
To be replaced by New Local Plan policy DC1, DC2 and DC8
Not replaced
Not replaced

Strategic Policies:

The Proposed Local Plan policy WCRA incorporates an increase in target additional new homes within the White City Regeneration Area to 6,000 (from 5,000 in the adopted Core Strategy). Strategic Site Policy WCRA1 (White City East) states that the council will seek regeneration in White City East for a mixed-use urban quarter within a high-quality environment. The application site falls within this strategic development site.

Housing

Policy HO1 (Housing Supply) states that the Council will work with partner organisations and landowners to exceed the London Plan (2016) target of 1,031 additional dwellings a year up to 2025 and to continue to seek at least 1,031 additional dwellings a year in the period up to 2035.

Policy HO3 (Affordable Housing) requires affordable housing to be provided on sites with the capacity for 10 or more such dwellings subject to a borough wide target that at least 50% of all dwellings built should be affordable, 60% of additional affordable housing should be for social or affordable renting, especially for families and 40% should be a range of intermediate housing; affordable dwellings should be located throughout a new development and not concentrated on one part of the site and; the provision of affordable rented and social rented housing in ways that enable tenants to move into home ownership.

Policy HO4 (Housing Quality and Density) sets out that the Council will expect all housing development to respect the local setting and context, provide a high quality residential environment, be well designed internally and externally, be energy efficient and provide a good range of housing types and sizes

Policy HO5 (Housing Mix) states that all new housing provided as part of the new major development should provide a mix of housing including family housing. Developments should aim to meet a range of different mixes depending on the tenure of housing.

Policy HO6 (Accessible Housing) states that the council will seek to secure high quality accessible homes in all developments by requiring 90% percent of new housing should meet Building Regulation requirement M4(2) 'accessible and adaptable dwellings' and; 10% percent of new housing should meet Building Regulation requirement M4(3) 'wheelchair user dwellings' designed to be wheelchair accessible users. 'Wheelchair user dwellings' should be provided in proportion to the tenure mix of the development.

Policy HO7 (Housing for People who need Care & Support) states that the council will encourage and support applications for new special needs and supported housing, including specialist housing for older people.

Policy HO11 (Detailed Residential Standards) requires that that the design and quality of all new housing, including new build, 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. The policy sets out a number of design considerations which will be taken into account in assessing schemes.

Employment

Policy E1 (Providing for a Range of Employment Uses): The council will support proposals including mixed use schemes for new employment uses, especially those that recognise the existing strengths in the borough in creative industries, health services, bio-medical and other research based industries.

Policy E4 (Local Employment, Training and Skills Development Initiatives) states that the council will require the provision of 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. Local businesses will be encouraged to adopt the London Living Wage.

Community

Policy CF1 (Supporting Community Facilities and Services) states that the council will work with its strategic partners to provide borough-wide high quality accessible and inclusive facilities and services for the community.

Policy CF2 (Enhancement and Retention of Community Uses) requires proposals for new or expanded community uses should meet local needs, be compatible with and minimise impact on the local environment and be accessible and inclusive to all in the community they serve.

Policy CF3 (Enhancement and Retention of Arts, Culture, Entertainment, Leisure, Recreation and Sport uses) states that the council will support the enhancement of arts, culture, entertainment, leisure, recreation and sport uses.

Open Space

Policy OS1 (Parks and Open Spaces) requires the council will protect, enhance and increase provision of parks, open spaces and biodiversity in the borough and this policy requires a mix of new public and private open space in the White City Regeneration Area.

Policy OS2 (Access to Parks and Open Spaces) states that the council will seek to reduce open space deficiency and to improve will protect and enhance the quality of, and access to, existing open space by (but not limited to) requiring provision of accessible and inclusive new open space in major development, particularly within the council's regeneration areas;

Policy OS3 (Playspace for Children and Young People) requires accessible and inclusive, safe and secure communal playspace will be required on site within new residential development that provides family accommodation; that is well designed and located and caters for the different needs of all children, including children in younger age groups, older children, teenagers and disabled children. The scale of provision and associated play equipment will be in proportion to the scale and nature of the proposed development.

Policy OS5 (Greening the Borough) states that the council will seek to enhance biodiversity and green infrastructure in the borough by maximising the provision of gardens, garden space and soft landscaping, seeking green or brown roofs and other

planting as part of new development; seeking retention of existing trees and provision of new trees on development sites; and adding to the greening of streets and the public realm.

Built Environment

Policy DC1 (Built Environment) requires all development within the borough, including in the regeneration areas, to create a high quality urban environment that respects and enhances its townscape context and heritage assets.

Policy DC2 (Design of New Build) states that new build development will be permitted if it is of a high standard of design and compatible with the scale and character of existing development and its setting.

Policy DC3 (Tall Buildings) highlights that tall buildings are appropriate within the several areas of the borough, including the White City Regeneration Area, subject to a number of considerations, such as the proposal demonstrating that it has a positive relationship to the surrounding townscape context in terms of scale, streetscape and built form.

Policy DC5 (Shopfronts) requires new developments which include retail areas to provide a framework into which a shopfront and signage of a suitable scale can be inserted.

Policy DC8 (Heritage and Conservation) states that the council will conserve the significance of the borough's historic environment by protecting, restoring and enhancing its heritage assets.

Environmental Policies

Policy CC1 (Reducing Carbon Dioxide Emissions) requires all major developments to implement energy conservation measures by meeting the associated carbon dioxide (CO₂) reduction targets; make the most effective use of passive design measures, demonstrate and quantify how the proposed energy efficiency measures and low/zero carbon technologies will reduce the expected energy demand and CO₂ emissions; demonstrate that heating and/or cooling systems have been selected to minimise CO₂ emissions, considering the feasibility of connecting to any existing decentralised energy systems or integrating new systems such as Combined (Cooling) Heat and Power units or communal heating systems (without having an unacceptable impact on air quality); and using on-site renewable energy generation to further reduce CO₂ emissions where feasible.

Policy CC2 (Ensuring Sustainable Design and Construction) requires the implementation of sustainable design and construction measures in all major developments.

Policy CC3 (Minimising Flood Risk and Reducing Water Use) requires development to reduce the use of water and minimise current and future flood risk

Policy CC4 (Minimising Surface Water Run-off with Sustainable Drainage Systems) requires all proposals for new development must manage surface water run-off as close to its source as possible and on the surface where practicable, in line with the London

Plan drainage hierarchy. All major developments must implement Sustainable Drainage Systems (SuDS) reduce peak flow volumes and rates; maximise attenuation levels, achieve greenfield run off rates where possible, or increase a site's impermeable area; minimise flood risk and deliver enhancement to biodiversity, amenity and recreation, water efficiency and quality and safe environments for pedestrians and cyclists; All flat roofs in new developments should be green or brown living roofs.

Policy CC6 (Strategic Waste Management) states that the Council will pursue sustainable waste management. Policy CC7 (On-site Waste Management) requires new developments to include suitable facilities for the management of waste generated by the development, including the collection and storage of separated waste and where feasible on-site energy recovery.

Policy CC9 (Contaminated Land) states that 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 expose the occupiers of the development and neighbouring land uses including, in the case of housing, the users of open spaces and gardens to unacceptable risk; threaten the structural integrity of any building built, or to be built, on or adjoining the site; lead to the contamination of any watercourse, water body or aquifer; and cause the contamination of adjoining land or allow such contamination to continue.

Policy (CC10 Air Quality) states that the council will seek to reduce the potential adverse air quality impacts of new developments by requiring all major developments to provide an air quality assessment, mitigation measures to be implemented to reduce emissions, reduce exposure to acceptable levels and be 'air quality neutral'. The Policy states that the council will resist development proposals which would materially increase exceedances of local air pollutants and have an unacceptable impact on amenity or health unless the development mitigates this impact through physical measures and/or financial contributions to implement proposals in the Council's Local Air Quality Management Plan; and requires all decentralised energy schemes to demonstrate that they can be used without having an unacceptable impact on air quality. Where this is not possible, CHP systems will not be prioritised over other air quality neutral technologies.

Policy CC11 (Noise) states that Noise (including vibration) impacts of development will be controlled by locating development in the most appropriate locations and protect against existing and proposed sources of noise and vibration through careful design, layout and use of materials, and by ensuring adequate insulation of the building envelope and internal walls, floors and ceilings as well as protecting external amenity areas.

Policy CC12 (Light Pollution) requires the potential adverse impacts from lighting arrangements to be controlled by requiring all developments that include proposals for external lighting to submit details showing that it is appropriate for the intended use; provides the minimum amount of light necessary to achieve its purpose; is energy efficient; and provides adequate protection from glare and light spill.

Transport

Policy T1 (Transport) requires improvement towards transportation provision, accessibility, and air quality in the borough, by improving and increasing the

opportunities for cycling and walking, and by improving connections for bus services, underground, national and regional rail.

Policy T2 (Transport Assessments and Travel Plans) requires that all development proposals will be assessed for their contribution to traffic generation and their impact on congestion, particularly on bus routes and on the primary route network. The existing and potential availability of public transport, and its capacity to meet increased demand will also be assessed for any development.

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

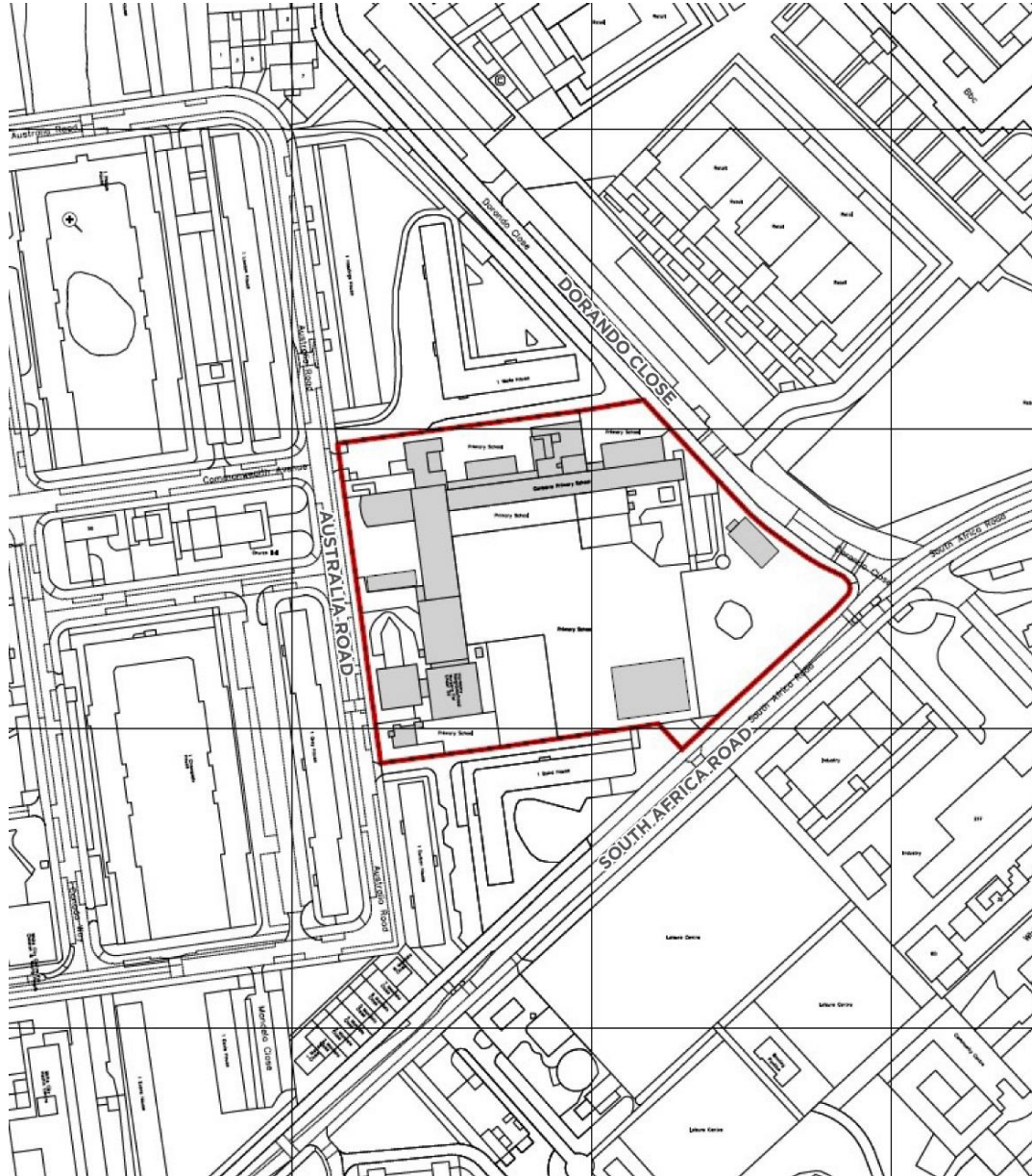
Policy T4 (Vehicle Parking Standards) requires any proposed development (new build, conversion or change of use) to conform to its car parking standards; and also requires car parking permit free measures on all new development unless evidence is provided to show that there is a significant lack of public transport available. Policy T5 (Parking for Blue Badge Holders) requires new developments that include vehicular access to provide accessible, off street car parking bays for Blue Badge holders even if no other general parking is provided as part of the development.

Policy T7 (Construction and Demolition Logistics) states all construction, demolition, utilities and major logistic activities within the borough will be required to work with the council in order to mitigate the impact of any additional traffic or potential disruption to the network. Careful planning and co-ordination with the council is required to ensure the smooth operation of the highway network.

Ward: Wormholt And White City

Site Address:

ARK Swift Primary Academy, Australia Road, White City Estate,
London, W12 7PTS



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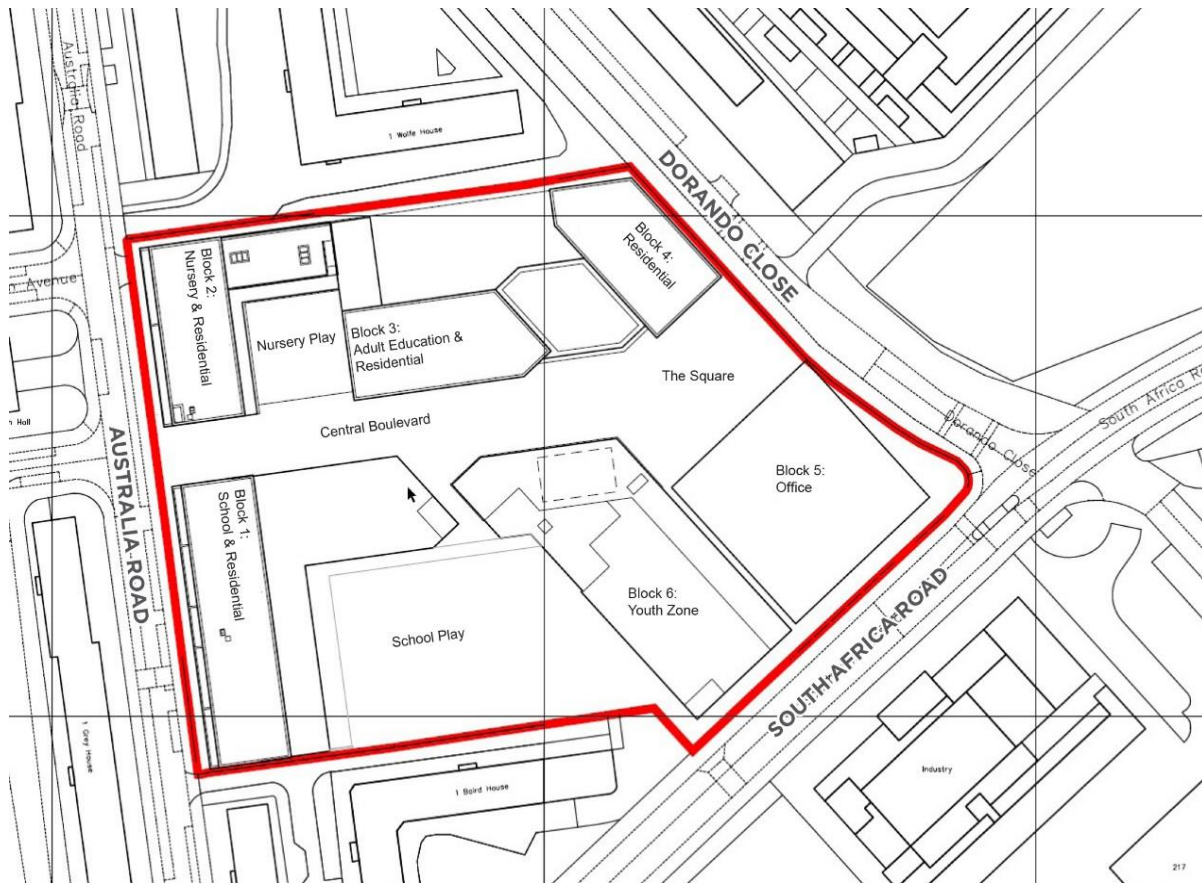
Reg. No:
2017/04800/FUL

Case Officer:
John Sanchez

Date Valid:
18.12.2017

Conservation Area:

Committee Date:
06.03.2018



Proposed Site Plan

Applicant:

Ark Schools
C/o Agent

Description of Development:

Demolition of the existing buildings and redevelopment of the site in the form of: a 5-storey building comprising a replacement primary school (3,209 m² GIA), with residential units above (2,205 m² GIA); a 5-storey building comprising a replacement nursery school (764 m² GIA), with residential units above (1,864 m² GIA); a 7-storey building comprising a replacement adult education centre (565 m² GIA), with residential units above (3,694 m² GIA); a 8-storey residential building (3,535 m² GIA), with a restaurant/café unit at ground floor level (142m² GIA); a 9-storey office building (12,799 m² GIA), plus roof top plant and amenity space and with ancillary ground floor restaurant/café; a two-storey plus rooftop MUGA building for use by Youth Zone (2,506 m² GIA); together with related servicing, blue badge parking, cycle parking and new landscaped open space, including a new square.

Drg Nos: As listed in Condition 2 below

Application Type:

Full Detailed Planning Application

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Officers' Recommendations:

1) Subject to there being no contrary direction from the Mayor for London that the Committee resolve that the Director for Planning & Development be authorised to determine the application and grant permission upon the completion of a satisfactory legal agreement and subject to the conditions listed below;

2) To authorise the Director for Regeneration, Planning & Housing Services in 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.

CONDITIONS

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:

5648_00_002/D; 00_11; 199/C; 200/G; 201/H; 202/G; 203/G; 204/G; 205/G; 206/F; 207/E; 208/E; 209/E; 210/C; 300/C; 301/C; 302/B; 350/B; 351/B; 352/B; 353/B; 360/B; 371; 372; 380; 381; 384; 387; 390; 393; 395; 396; 397; 405; 410; 411; 420; 421; 425; 426; 430; 431; 800/D; 801/D; 802/D; 803/D; 804/B; 805/C; 806/C; 807/E; 808/E; 809/D; 810/B; 811/C; 812/C; 813/C; 814/B; 815/C; 816/D; 817/D; 818/D; 819/D; 820/B; 821; BD 1058 SD 001/R08; 001.1/R03; 003/R03; 003.1/R03; 003.2/R03; 003.3/R03; 005; 301; 801/R12 and 802/R07.

In order to ensure full compliance with the planning application hereby approved and to prevent harm arising through deviations from the approved plans, in accordance with Policies 7.1, 7.2, 7.3, 7.4, 7.5, 7.6, 7.7, 7.8 and 7.21 of the London Plan (2016), Policy BE1 of the Hammersmith and Fulham Core Strategy (2011), Policies DM G1 and DM G7 of the Development Management Local Plan (2013) and Policies DC1, DC2 and DC8 of the Local Plan (2018).

3) Phasing of Development

The development hereby permitted shall be carried out in accordance with the approved phasing programme (drawing 5648_00_011) prepared by Sheppard Robson.

To ensure that the development is carried out in a satisfactory manner and to assist with the identification of each chargeable development (being the Phase) and the calculation

of the amount of CIL payable in respect of each chargeable development in accordance with the Community Infrastructure Levy Regulations 2010 (as amended), in accordance with Policies

BE1 and CC4 of the Hammersmith and Fulham Core Strategy (2011) and Policies DC1, DC2, DC8 and CC10 of the Local Plan (2018).

4) DMP/DLP/CMP/CLP

Prior to the commencement of the relevant phase in accordance with the approved phasing programme or relevant part of each building hereby permitted, the following shall be submitted to and approved in writing by the Local Planning Authority:

(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:

Details shall be completed 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 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, DMH8, DM H9, DM H11, DM J1 and DM J6 of the Development Management Local Plan (2013), Policies T1, T6, T7, CC10, CC11, CC12 and CC13 of the Local Plan (2018) and Key Principles of the Planning Guidance SPD (2018).

5) Hoardings

Prior to the commencement of the relevant phase in accordance with the approved Phasing Programme or part of each building hereby permitted, a scheme for temporary fencing and/or enclosure shall be 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), Policy DM G1 of the Development Management Local Plan (2013), Policies DC1, DC2 and DC8 of the Local Plan (2018) and Key Principles of the Planning Guidance SPD (2018).

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 (2013), Policy CC9 the Local Plan (2018), SPD Amenity Policies 2-17 of the Planning Guidance Supplementary Planning Document (2013) and SPD Key Principles LC1 to LC7 (2018).

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 (2013), Policy CC9 the Local Plan (2018), SPD Amenity Policies 2-17 of the Planning Guidance Supplementary Planning Document (2013) and SPD Key Principles LC1 to LC7 (2018).

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 (2013), Policy CC9 the Local Plan (2018), SPD Amenity Policies 2-17 of the Planning Guidance Supplementary Planning Document (2013) and SPD Key Principles LC1 to LC7 (2018).

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 (2013), Policy CC9 the Local Plan (2018), SPD Amenity Policies 2-17 of the Planning Guidance Supplementary Planning Document (2013) and SPD Key Principles LC1 to LC7 (2018).

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 (2013), Policy CC9 the Local Plan (2018), SPD Amenity Policies 2-17 of the Planning Guidance Supplementary Planning Document (2013) and SPD Key Principles LC1 to LC7 (2018).

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 (2013), Policy CC9 the Local Plan (2018), SPD Amenity Policies 2-17 of the Planning Guidance Supplementary Planning Document (2013) and SPD Key Principles LC1 to LC7 (2018).

12) 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), Policy DM H4 of the Development Management Local Plan (2013) and Policy CC3 of the Local Plan (2018). The applicant is advised to contact Thames Water Developer Services on 0845 850 2777 to discuss the details of the piling method statement.

13) Flood Risk Assessment

The development hereby approved shall be carried out in accordance with the Flood Risk Assessment (FRA) prepared by ECUS and the Civil and Structural Engineering Basement Method Statement (BSM) prepared by MNP 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), Policy DM H3 of the Development Management Local Plan (2013) and Policy CC3 of the Local Plan (2018).

14) Sustainable Drainage Strategy (SuDS)

Prior to the commencement of the relevant part of each building hereby permitted (save works of site clearance and demolition works of existing buildings), a revised Surface Water Management Strategy shall be submitted to and approved in writing by the Local Planning Authority. The revised Surface Water Management Strategy should include details of 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 specification, location, and attenuation capabilities (storage volumes) of the proposed SuDS measures such as rain gardens, tree pits, permeable paving, green/brown roofs, and rainwater harvesting system. Details of the proposed flow controls and flow rates for any discharge of surface water to the combined sewer system should also be provided, along with confirmation from Thames Water of their acceptance of these, with the aim of achieving greenfield rates for final discharges. Information on the number, location and connections for the proposed attenuation tanks should also be provided. A finalised plan drawing (to scale) of the proposed SuDS measures (including detailed plan drawings of all roof areas, showing the scale of the living roofs) should be provided which shows all connections (including off-site connections). Management and maintenance details for all proposed SuDS measures should also be provided along with an implementation plan for the drainage scheme, taking into consideration any phasing of works on-site. The Surface Water Management Strategy shall be implemented in accordance with the approved details, and thereafter all sustainable drainage measures shall be maintained and permanently retained 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; Policy CC2 of the Hammersmith and Fulham Core Strategy (2011), Policy DM H3 of the Development Management Local Plan (2013) and Policies CC3 and CC4 of the Local Plan (2018).

15) Thames Water – Water Supply

Prior to the commencement of the relevant part of each building hereby permitted (save works of site clearance and demolition of existing buildings), impact studies of the existing water supply infrastructure shall be submitted to, and approved in writing by, the Local Planning Authority (in consultation with Thames Water). The studies shall determine the magnitude of any new additional capacity required in the system and a suitable connection point. and thereafter all measures shall be maintained and permanently retained in accordance with the approved details.

Condition required by Thames Water, to ensure that the water supply infrastructure has sufficient capacity to cope with the additional demand in accordance with policies 5.14 and 5.15 of the London Plan (2016) and Policy CC2 of the Hammersmith and Fulham Core Strategy (2011), Policy DM H3 of the Development Management Local Plan (2013) and Policies CC3 and CC4 of the Local Plan (2018).

16) Non-return valve

Prior to the occupation of the basement hereby approved, a non-return valve and pump device shall be installed to prevent sewage 'back-surfing' into the basement in times of heavy rain and to allow the property's sewage to continue to flow properly into the sewer network and shall be maintained thereafter.

To protect the new basement accommodation from flooding, in accordance with Part 10 of the National Planning Policy Framework (2012), Policy 5.12 of the London Plan (2016), Policy CC2 of the Hammersmith and Fulham Core Strategy (2011), Policy DM H3 of the Development Management Local Plan (2013) and Policies CC3 and CC4 of the Local Plan (2018).

17) Sustainability Assessment

The development hereby approved shall be carried out in accordance with the Sustainability Assessment including revisions prepared by Sweco and thereafter the approved measures shall be permanently retained to serve the development and maintained in a working order in accordance with the agreed assessment.

To promote sustainable design and construction, in accordance with Policy 5.3 of The London Plan (2011), Policies BE1, CC1 and CC2 of the Hammersmith and Fulham Core Strategy (2011), Policies G1 and DM H2 Development Management Local Plan (2013), Policies DC1, DC2, DC8, CC1 and CC2 of the Local Plan (2018) and Policies in the Supplementary Planning Guidance Document - SPD (2013) and Key Principles in the SPD (2018).

18) Post BREEAM

Within 6 months of the use or occupation of the relevant part of each building hereby permitted, a BREEAM (2011) certificate confirming that the building achieves a `Very

Good' BREEAM rating shall be submitted to and approved in writing by the Local Planning 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 (2011) and Policy CC1 of the Hammersmith and Fulham Core Strategy (2011), Policies DM H1 and DM H2 of the Development Management Local Plan (2013), Policy CC2 of the Local Plan (2018) and SPD Sustainability Policy 25 and 26 of the Planning Guidance Supplementary Planning Document (2013) and Key Principle SDC2 in the SPD (2018).

19) Energy Strategy

Prior to the commencement of the relevant part of each building hereby permitted (save works of site clearance and demolition of existing buildings), details of compliance with the approved Energy Assessment produced by Sweco shall be submitted to and approved in writing by the Local Planning Authority. All details as approved shall then be implemented prior to occupation or use of the relevant phase or part of each building, and 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 (2013), Policy CC1 of the Local Plan, and SPD Sustainability Policies 29, 30 and 31 of the Planning Guidance Supplementary Planning Document (2013) and Key Principles EN2 and EN3 in the SPD (2018).

AIR QUALITY

20) 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 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, 2013 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), Policy 7.14 of the London Plan, Policy CC4 of the Hammersmith and Fulham Core Strategy (2011), Policy DM H8 of the Development Management Local Plan (2013) and Policy CC10 of the Local Plan (2018).

21) Mechanical Ventilation

Prior to the commencement of the relevant part of each building hereby permitted (save works of site clearance and demolition of existing buildings), 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 Local Planning Authority. This report shall specify air intake locations at the rear elevation and the design details and locations of windows on all floors of the Block 4, Block 5, Block 6 buildings to demonstrate that they avoid areas of poor air quality e.g. Dorando Close, South Africa Road. 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 development and thereafter permanently retained and maintained

To comply with the requirements of the NPPF (2012), Policy 7.14 of the London Plan, Policy CC4 of the Hammersmith and Fulham Core Strategy (2011), Policy DM H8 of the Development Management Local Plan (2013) and Policy CC10 of the Local Plan (2018).

22) Low Emissions Strategy

Prior to the commencement of the relevant part of each building hereby permitted (save works of site clearance and demolition of existing buildings) 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 NO_x emissions standards for the chosen energy plant) that are required to reduce the exposure of future residents to poor air quality and to help mitigate the development's air pollution impacts, in particular the emissions of NO_x and particulates from on-site 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. Evidence shall be submitted to and approved in writing by the Local Planning Authority to show that the Energy Plant installed within the energy centre comply with the relevant emissions standards in the Mayor's Sustainable Design and Construction Supplementary Planning Document (2014) shall be set out in the document. 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), Policy 7.14 of the London Plan, Policy CC4 of the Hammersmith and Fulham Core Strategy (2011), Policy DM H8 of the Development Management Local Plan (2013) and Policy CC10 of the Local Plan (2018).

23) CHP & Gas Boiler Compliance with Emission Standards – Air Quality

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:

- Evidence that the termination height of the shared Flue stack for the CHP plant and the Gas fired boiler plant and Emergency Diesel Generator Plant has been installed a minimum of 5 metres above the roof level of the tallest building in the development
- 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 30mg/Nm⁻³ (at 5% O₂) and 30 mg/kWh (at 0% O₂) respectively.
- 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 the occupation/use of the development and thereafter permanently retained and maintained.

To comply with the requirements of the NPPF (2012), Policy 7.14 of the London Plan, Policy CC4 of the Hammersmith and Fulham Core Strategy (2011), Policy DM H8 of the Development Management Local Plan (2013) and Policy CC10 of the Local Plan (2018).

24) Emergency Diesel Generator Emissions Standards

Prior to the operation of the relevant part of each building hereby permitted, the diesel generator units' details for that phase that demonstrate all the diesel fuelled generators and their abatement technologies installed comply with a minimum NO_x emissions standard of 150mg/Nm⁻³ (at 5% O₂) must be submitted and approved in writing by the Local Planning Authority. During the operation of the generators there must be no persistent visible emission. Where any combustion plant does not meet the relevant standard, it should not be operated without the fitting of suitable NO_x abatement equipment or technology. Evidence of installation shall be required where secondary abatement is required to meet the NO_x Emission standard 150mg/Nm⁻³. The submitted details must include the results of NO_x emissions testing of the diesel fuelled generator units by an accredited laboratory and where secondary abatement is used to meet that NO_x emissions standard of 150mg/Nm⁻³ it is met within 5 minutes of the generator commencing operation. The maintenance and cleaning of the systems shall be undertaken regularly in accordance with manufacturer specifications. The diesel fuelled

generators shall only be used for a maximum of 48 hours when there is a sustained interruption in the mains power supply to the site, and the testing of these diesel generators shall not exceed a maximum of 12 hours per calendar year. Approved details shall be fully implemented prior to the occupation/use of the development and thereafter permanently retained and maintained.

To comply with the requirements of the NPPF (2012), Policy 7.14 of the London Plan, Policy CC4 of the Hammersmith and Fulham Core Strategy (2011), Policy DM H8 of the Development Management Local Plan (2013) and Policy CC10 of the Local Plan (2018).

NOISE

25) 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) and Policies CC11 and CC13 of the Local Plan (2018).

26) Separation of commercial and noise sensitive premises

Prior to the commencement of the relevant part of each building hereby permitted, 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 sufficiently enhanced 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 relevant part of the development and thereafter be permanently retained.

To ensure that the amenity of occupiers of the development site/ adjacent dwellings/ noise sensitive premises are not adversely affected by noise, in accordance with Policies DM H9 and H11 of the Hammersmith and Fulham Development Management Local Plan (2013) and Policies CC11 and CC13 of the Local Plan (2018).

27) Separation of noise sensitive rooms in neighbouring flats

Prior to the commencement of the relevant part of each building hereby permitted, 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 adjoining dwellings. Approved details shall be implemented prior to occupation of the relevant part 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) and Policies CC11 and CC13 of the Local Plan (2018).

28) External noise from machinery, extract/ ventilation ducting, mechanical gates, etc.

Prior to the commencement of the relevant part of each building hereby permitted, 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 relevant part of the development and thereafter be permanently retained.

To ensure that the amenity of occupiers of the development site/ surrounding premises are 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) and Policies CC11 and CC13 of the Local Plan (2018).

29) Emergency Plant

Prior to the first operational use of the relevant part of each building hereby permitted, details shall be submitted to and approved in writing by the Local Planning Authority to confirm that sound emitted by standby or emergency plant during testing does not exceed the lowest daytime ambient noise level LAeq (15min) by more than 10dB as measured or calculated according to BS4142:2014.

To ensure that the amenity of occupiers of the development site/ surrounding premises are 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) and Policies CC11 and CC13 of the Local Plan (2018).

30) Anti- vibration mounts and silencing of machinery etc.

Prior to the first operational use of the relevant part of each building hereby permitted, 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 relevant part of the development and thereafter be permanently retained.

To ensure that the amenity of occupiers of the development site/ surrounding premises are 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) and Policies CC11 and CC13 of the Local Plan (2018).

31) Sound Insulation of commercial building envelope

Prior to the first operational use of the relevant part of each building hereby permitted, details shall be submitted to and approved in writing by the Local Planning Authority, of sound insulation of the building envelope and other mitigation measures, as appropriate. Details shall demonstrate that noise from uses and activities is contained within the building/ development site and shall not exceed the criteria of BS8233:2014 at neighbouring noise sensitive/ habitable rooms and private external amenity spaces. Approved details shall be implemented prior to occupation of the relevant part of the development and thereafter be permanently retained.

To ensure that the amenity of occupiers of the development site/ surrounding premises are 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) and Policies CC11 and CC13 of the Local Plan (2018).

32) Enclosures and Sound Barriers

Prior to the commencement of works on the Youth Zone building hereby permitted (save works of site clearance, demolition of existing buildings), details shall be submitted to and approved in writing by the Local Planning Authority, of a sound barrier enclosure for the proposed Multi-Use Games Area (MUGA). 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 are not adversely affected by noise or disturbance, in accordance with Policies DM H9 and H11 of the Hammersmith and Fulham Development Management Local Plan (2013) and Policies CC11 and CC13 of the Local Plan (2018).

33) Audible Music

Neither music nor amplified voices emitted from each relevant building hereby permitted shall be audible at any residential / noise sensitive premises.

To ensure that the amenity of occupiers of the development site/ surrounding premises are not adversely affected by noise, in accordance with Policies DM H9 and H11 of the Hammersmith and Fulham Development Management Local Plan (2013) and Policies CC11 and CC13 of the Local Plan (2018).

34) Extraction and Odour Control system for non-domestic kitchens

Prior to the first operational use of the relevant part of each building hereby permitted, details shall be submitted to and approved in writing by the Local Planning Authority of the installation, operation, and maintenance of the odour abatement equipment and extract system, including the height of the extract duct and vertical discharge outlet, in accordance with the 'Guidance on the Control of Odour and Noise from Commercial Kitchen Exhaust Systems' January 2005 by DEFRA. Approved details shall be

implemented prior to the commencement of the use and thereafter be permanently retained.

To ensure that the amenity of occupiers of the development site/ surrounding premises are 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) and Policies CC11 and CC13 of the Local Plan (2018).

35) Floodlights, Security lights and Decorative External Lighting

Prior to the commencement of the relevant part of each building hereby permitted (save works of site clearance and demolition of existing buildings), details of external artificial lighting shall be submitted to and approved in writing by the Local Planning Authority. Details shall include provisions made for the design and timing of the external lighting for the MUGA. 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 relevant part of the development and thereafter be permanently retained.

To ensure enhancing security and safety, to avoid light pollution and safeguard the amenity of neighbouring occupiers within the development site/ surrounding premises, in accordance with Policies DM H9 and H11 of the Hammersmith and Fulham Development Management Local Plan (2013) and Policy CC12 of the Local Plan (2018).

36) Lights Off

Prior to the first operational use of the relevant part of each non-residential use hereby permitted, details for the control and operation of the proposed lighting during periods of limited or non-occupation, shall be submitted to and approved in writing by the Local Planning Authority. 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 (2013) and Policy CC12 of the Local Plan (2018).

HIGHWAYS

37) Vehicle Parking

Prior to the commencement of the relevant part of each building hereby permitted (save works of site clearance and demolition of existing buildings and below ground works), the final detailed design, layout and location of the on-site vehicle parking spaces, including the provision of 13 nos. blue badge parking spaces and 4 mini bus spaces, shall be submitted to, and approved in writing by the by the Local Planning Authority. The approved parking spaces shall be marked out on site and operate only in

accordance with the approved details and shall be permanently retained for the life of the development.

To ensure the satisfactory provision and retention of disabled car parking and education 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 (2013), Policies HO6 and T5 of the Local Plan (2018) and SPD Transport Policy 10 of the Planning Guidance Supplementary Planning Document (2013) and SPD Key Principle TR6 (2018).

38) Cycle Parking

Prior to the first operational use of the relevant part of each building hereby permitted, the provision of the cycle storage arrangements, as indicated on the approved drawings, and as set out within the submitted Transport Assessment, shall be provided and made available to visitors/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 Policies 6.9, 6.13 and Table 6.3 of the London Plan, Policy T1 of the Hammersmith and Fulham Core Strategy (2011), Policy DM J5 of the Development Management Local Plan (2013) and Policy T3 of the Local Plan (2018).

39) Car & Cycle Parking Management Plan

Prior to the first operational use of the relevant part of each building hereby permitted, a Car & Cycle Parking Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The development shall be operated only in accordance with the approved details 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 (2013) and Policy T3 of the Local Plan (2018).

40) Final Residential / Commercial Travel Plans

Prior to the first occupation or operational use of the relevant part of each building hereby permitted, the final Residential / Commercial Travel Plans for the residential, office, Youth Zone and ground floor commercial uses shall be submitted to, and approved in writing by, the Local Planning Authority. The Residential / Commercial Travel Plans shall be implemented in full compliance with the approved details, and shall thereafter continue to be fully implemented whilst the approved uses remain in operation. The plans shall be annually monitored and reviewed and the details of the outcome of this process shall be submitted in writing to the Local Planning Authority.

To ensure that the existing amenities of residents are safeguarded and to ensure that the operation of the use does not add unduly to existing levels of traffic generation, in accordance with Hammersmith and Fulham Core Strategy (2011), Policies DM J1, DM

J5, DM J6, DM H9 and DM H11 of the Development Management Local Plan (2013) and Policy T3 of the Local Plan (2018).

41) Final Education Travel Plan

Prior to the first operational use of the relevant part of each building hereby permitted, the final Education Travel Plan for the primary school, nursery and adult education centre shall be submitted to, and approved in writing by, the Local Planning Authority. Thereafter the Education Travel Plan including an updated School Travel Plan shall be reviewed annually, in line with Transport for London's STAR Framework, to a minimum of 'Bronze' standard.

To ensure that the development does not generate an excessive number of car trips which would be contrary to the Council's Policies of car restraint set down in Policy T1 of the Hammersmith and Fulham Core Strategy (2011), Policy DM J2 of the Development Management Local Plan (2013) and Policy T3 of the Local Plan (2018).

42) Delivery and Servicing Management Plan

Prior to the first occupation of the relevant part of each building hereby permitted, details of a final operational Delivery and Servicing Plan in accordance with Transport for London's Delivery and Service Plan Guidance shall be 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 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 (2013), SPD Transport Policy 34 of the Planning Guidance Supplementary Planning Document (2013) and SPD Key Principle TR28 (2018).

43) Waste Management Strategy

Prior to the first occupation of the relevant part of each building hereby permitted, details of a final Waste Management Strategy shall be 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, Policy DM H5 of Hammersmith and Fulham Development Management Local Plan (2013), Policies CC6 and CC7 of the Local Plan (2018) SPD Sustainability Policy 3 of the Planning Guidance Supplementary Planning Document (2013) and SPD Key Principle WM1 (2018).

44) Refuse

Prior to the first occupation or operational use of the relevant part of each building hereby permitted, the refuse storage enclosures, as indicated on the approved drawings shall be provided and 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 Hammersmith and Fulham Core Strategy (2011), Policy DM H5 of the Development Management Local Plan (2013), Policies DC2, CC6 and CC7 of the Local Plan (2018), SPD Sustainability Policy 3 of the Planning Guidance Supplementary Planning Document (2013) and SPD Key Principle WM1 (2018).

45) Swept Path Analysis

No part of the relevant building hereby permitted shall be used or occupied prior to final details of a swept path analysis to demonstrate that vehicles can enter and exit the site safely in a forward gear without causing unreasonable delays to traffic along South Africa Road and Dorando Close 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 that the development does not compromise highway safety or the safety of pedestrians on the footway, in accordance with Policy 6.3 of the London Plan (2016), Policy T1 of the Hammersmith and Fulham Core Strategy (2011), Policy DM J1 of the Development Management Local Plan (2013) and Policy T2 of the Local Plan (2018).

DESIGN

46) Materials:

Prior to the commencement of the relevant part of each building hereby permitted (save works of site clearance, demolition of existing buildings and below ground works), details and samples (where appropriate) of all the materials to be used in all external faces of the buildings shall be submitted to and approved in writing by Local Planning Authority. The development shall be carried out in accordance with the details as approved and thereafter permanently retained in this form. Details and samples shall include the following:

- (i) Brickwork (including details of colour, composition and texture of the brick, and the bond, pointing style and mortar mix and colour to be used);
- (ii) Glass Reinforced Concrete (GRC) and Pre-Cast Concrete (including details of colour, composition, texture, corners, and joints);
- (iii) Metal work including cladding system, details of the screens, spandrel panels, loading lay/service entrances and terrace enclosures (including RAL colour, composition, texture, and joints);
- (iv) Ceramic tiles at the entrances (including colour and texture);
- (v) Windows and door openings (including RAL colour and glazing styles);

- (vi) Glass to balustrades or balconies;
- (vii) Shop front treatments;
- (viii) Plant screening;
- (ix) External hard surfacing including paving, public realm furniture, boundary walls, railings, gates, fences, and other means of enclosure;
- (x) A sample panel of the approved brickwork, shown in context with the GRC or Pre-Cast Concrete façade, bronze PPC aluminium panel and screens shall be erected on site for inspection; and
- (xi) A schedule listing of all the exact product references and RAL colours.

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 G7 of the Development Management Local Plan (2013) and Policies DC1, DC2 and DC8 of the Local Plan (2018).

47) 1:20 Details

Prior to the commencement of the relevant part of each building hereby permitted (save works of site clearance, demolition of existing buildings and below ground works), detailed drawings at a scale not less than 1:20 (in plan, section, and elevation) of typical sections/bays of each building shall be 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. The drawings shall include the following:

- (i) Brickwork (joints and bond types),
- (ii) GRC, Pre-Cast Concrete or metal façade (cladding details to include sectional build up, corners, joints, and fixings to demonstrate robust detailing);
- (iii) Fenestration (including framing, opening and glazing details);
- (iv) Entrances, including school, nursery and loading bay entrance;
- (v) Soffits and balustrades (including roof terraces and balconies);
- (vi) Junctions between the ground floor and upper floor elevations, balconies, and different types of cladding;
- (vii) Photo Voltaic Panels (including details of the angle relative to the surface of the roof);
- (viii) Fencing to the multi-use games area (MUGA), including the colour and style/design of the enclosure; and
- (ix) Roof installations (such as lift overruns, flues) and roof top plant enclosures.

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 G7 of the Development Management Local Plan (2013), Policies DC1, DC2 and DC8 of the Local Plan (2018).

48) Obscured Glass

Save for the details shown on the approved drawings, window glass 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), Policy DM G1 of the Development Management Local Plan (2013) and Policies DC1, DC2 and DC8 of the Local Plan (2018).

49) No roller shutters

No roller shutters shall be installed on any shopfront or commercial entrance of the development 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 (2013) and Policies DC1, DC2 and DC8 of the Local Plan (2018).

50) Signage Strategy

Prior to the commencement of the relevant part of each building hereby permitted (save works of site clearance, demolition of existing buildings and below ground works), a Signage Strategy shall be submitted to 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 that the Local Planning Authority may be satisfied with the detail of the proposed development and to ensure a satisfactory external appearance 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 (2013) and Policies DC1, DC2 and DC9 of the Local Plan (2018).

51) Terrace Areas

Except for the terrace areas indicated on the approved drawings, no part of any other flat roof of the approved buildings shall be used as a terrace or other forms of amenity space.

To safeguard the amenities of the occupiers of both existing and new neighbouring properties, and to avoid overlooking and loss of privacy and the potential for additional noise and disturbance, in accordance with Policies DM H9 and DM H11 of the Hammersmith and Fulham Development Management Local Plan (2013) and Policies CC11 and CC13 of the Local Plan (2018).

52) 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), Policies DM G1 and G7 of the Development Management Local Plan (2013) and Policies DC1, DC2 and DC8 of the Local Plan (2018).

53) 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), Policies DM G1 and DM G7 of the Development Management Local Plan (2013) and Policies DC1, DC2 and DC8 of the Local Plan (2018).

54) External entrance doors

All external entrance doors in the development hereby approved shall be designed and installed so that they do not open outwards, and shall thereafter be permanently retained in this form.

To prevent obstruction of the highway in accordance with the Highways Act 1980, Policy J5 of the Hammersmith and Fulham Development Management Local Plan (2013) and Policy T3 of the Local Plan (2018).

55) 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), Policy DM G1 of the Development Management Local Plan (2013) and Policies DC1, DC2 and DC8 of the Local Plan (2018).

56) PD Rights – Schools

Pursuant to Article 3(1) and the provision of Article 3(2) of the Town and Country Planning (General Permitted Development) Order 1995, Part 32 of Schedule 2 of the said Order (being development within the curtilage of Schools, Colleges, Universities and Hospitals) (or any Order revoking or re-enacting that Order with or without modification) shall not apply to the school site to which this planning permission relates, and no such development within the curtilage of the school shall take place without planning permission first being obtained.

To enable the Council to retain control over any future development in view of the overall design and integrated appearance of the scheme and the effect of any such development on the external recreational areas of the school and the amenities of the surrounding properties, in accordance with Policy DM G1, DM G3 and DM D7 of the Hammersmith and Fulham Development Management Local Plan (2013) and Policies DC1, DC2 and DC8 of the Local Plan (2018).

57) Urban Greening / Landscaping Strategy

Prior to the commencement of the relevant part of each building hereby permitted (save works of site clearance and demolition of existing buildings), an Urban Greening / Landscaping Strategy shall be submitted to and approved in writing by the Local Planning Authority to demonstrate the benefits with regard to amenity, microclimate, ecology, biodiversity, and air quality. The strategy shall include the final details of all soft landscaping works including planting or raised shrub beds, height and maturity of all trees (including sections through mounds, containers), water features, details of outdoor play spaces and bird and bat boxes, relative to all faces of the buildings, all ground level surfaces of the site including the central Boulevard and Square and green roofs. The approved landscaping scheme shall be implemented in the next winter planting season following completion of the building works for that phase, or before the occupation of and use of any part of the buildings which is the earlier and the landscaping shall thereafter be permanently retained and maintained in this form.

To ensure a satisfactory external appearance and to improve biodiversity and contribute to the adaptation to, and reduction of, the effects of climate change in accordance with Policy 5.10, 5.11, 5.13 and 7.19 of the London Plan, Policies BE1, OS1, CC1, CC4 and H4 of the Hammersmith and Fulham Core Strategy (2011), Policies DM G1, DM E3, DM E4, DM H2 and DM H4 of the Development Management Local Plan (2013) and Policy DC1, DC2, DC8 and OS5 of the Local Plan (2018).

58) Replacement Trees and Shrubs

Any trees, shrubs or planting including works associated with green roofs or wall boundary planting pursuant to the soft landscape details that is removed, or seriously damaged, dying, or diseased within five years of the date of planting shall be replaced in the next planting season with a similar size and species to that originally required to be planted.

To ensure a satisfactory external appearance and provision for planting in relationship with its surroundings and in the interest of sustainable urban drainage and habitat provision, in accordance with Policies 5.10, 5.13, 7.1, 7.6, 7.19 and 7.21 of the London Plan (2016), Policy BE1 of the Hammersmith and Fulham Core Strategy (2011) Policies DM E3, DM E4, DM G1 and DM G7 of the Development Management Local Plan (2013) and Policies DC1, DC2, DC8 and OS5 of the Local Plan (2018).

59) Tree Protection

Prior to the commencement of the relevant phase, tree protection of all/any relevant tree(s) adjacent to the site during demolition and construction shall be carried out in accordance with BS5837:2012 Trees in relation to design, demolition, and construction recommendations. The method(s) of tree protection shall be implemented in

accordance with the relevant approved details during both the demolition and construction works.

To ensure that the adjacent retained trees are protected during the construction processes to prevent their unnecessary damage or loss, in accordance with Policy 7.21 of the London Plan, Policy OS1 of the Hammersmith and Fulham Core Strategy (2011) and Policies DM E3 and DM E4 of the Development Management Local Plan (2013) and Policy OS5 of the Local Plan (2018).

60) Landscape Management Plan

Prior to the commencement of the landscaping works associated with the relevant part of each building hereby permitted, a Landscape Management Plan shall be submitted to and approved in writing by the Local Planning Authority for all 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 (2013) and Policies DC1, DC2, DC8 and OS5 of the Local Plan (2018).

61) Level Threshold

The ground floor entrance doors to the building and integral lift/stair cores 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), Policies DM G1 and DM G4 of the Development Management Local Plan (2013) and Policies DC1, DC2 and DC8 of the Local Plan (2018).

62) 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) (b) 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 Hammersmith and Fulham Core Strategy (2011), Policy DM A4 of the Development Management Local Plan (2013), Policy HO6 of the Local Plan (2018) and SPD Key Principles DA2 and DA3 of the Council's Planning Guidance Supplementary Planning Document (2018).

63) Lifts

No part of each relevant building hereby permitted 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 (2013), Policies DC2 and HO6 of the Local Plan (2018) 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 (2013).

64) Access Management Plan

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 IAMP shall set out a strategy for ongoing consultation with specific interest groups with regard to accessibility of the relevant parts of the development and on-going consultation must then be carried out in accordance with the approved IAMP. 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 A4 of the Hammersmith and Fulham Development Management Local Plan (2013) and Policies DC1, DC2, DC8 and HO6 of the Local Plan (2018).

65) Secure by Design

Prior to the commencement of the relevant part of each building hereby permitted (save works of site clearance, demolition of existing buildings and below ground works), 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), Policy DM G1 of the Development Management Local Plan (2013) and Policies DC1, DC2 and DC8 of the Local Plan (2018).

66) Television Interference

Prior to commencement of each relevant part of each building hereby permitted (save works of site clearance, demolition of existing buildings and below ground works), details of the methods proposed to identify any television interference caused by the proposed works on each phase, shall be submitted to and approved in writing by the Local Planning Authority. The details shall include the measures proposed to ensure that television interference which might be identified, is remediated in a satisfactory manner. The approved remediation measures shall be implemented for each Stage immediately that any television interference is identified.

To ensure that the existing TV reception is not adversely affected by the proposed development, in accordance with Policies 7.7 and 7.13 of the London Plan (2016), Policies BE1 and CC4 of the Hammersmith and Fulham Core Strategy (2011), Policies DM G1 and DM G2 of the Development Management Local Plan (2013) and DC1, DC2 and DC3 of the Local Plan (2018).

67) Airwaves Interference Study

Prior to commencement of each relevant part of each building hereby permitted (save works of site clearance, demolition of existing buildings and below ground works), the following details shall be 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 [Demolition Works and 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) and Policies DC1, DC2 and DC3 of the Local Plan (2018).

68) Site Management Plan

Prior to first occupation of the development hereby approved, a final Site Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The Site Management Plan shall include details of hours of operation for the different permitted uses, including details relating to the operational hours of the MUGA and outdoor seating associated with either the café/restaurant or office uses. 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 use does not result in loss of amenity to neighbouring residents in terms of noise and disturbance, in accordance with Policy T1 of the Hammersmith and Fulham Core Strategy (2011), Policies DM H10, DM H11 and DM J2 of the Development Management Local Plan (2013) and Policies T1, CC11, CC12, and CC13 of the Local Plan (2018).

69) Youth Zone (Class D2) use

The Youth Zone facility shall be used solely for the purposes of a youth centre/leisure club/gym use only. The use shall not fall within in any other use falling within Class D2 of the Town and Country Planning (Use Classes) Order 2005 (or any order revoking and re-enacting that Order with or without modification).

In granting this permission, the Council has had regard to the circumstances of the case. The use of the site for any other purpose could raise materially different planning considerations and the council wishes to have an opportunity to consider such circumstances at that time, and to ensure that there is appropriate provision of community leisure uses for the general public in the wider area in addition to the occupiers and visitors to the site, in accordance with Policies CF1 and T1 of the Hammersmith and Fulham Core Strategy (2011), Policy DM D2 and DM J1 of the Development Management Local Plan (2013) and Policies CF1 and T1 of the Local Plan (2018).

RECOMMENDED REASONS FOR APPROVAL:

The reasons for this grant of planning permission or other planning related decision are as follows:

1) Principle of a mixed-use development/regeneration: The principle of a comprehensive mixed-use redevelopment of the site including re-provision of a school, nursery, adult education centre and new residential, youth centre, offices and retail/restaurant uses are considered acceptable and in accordance with national, strategic and local planning policies, which advocate making the most efficient use of brownfield land in sustainable locations and would help meet local and strategic housing needs. The proposed development would contribute to the regeneration of the area by increasing the range of employment opportunities, provide a modern and high-quality development that would be for the benefit of residents in the borough, provide significant new levels of affordable housing, improve linkages and connections within the area and would promote sustainable economic growth. The relatively small size and location of the proposed retail/restaurant use would not compromise the vitality or viability of surrounding centres. Officers consider the proposed development would outweigh the loss of the existing open space / sports provision with better alternative play and sports provision on the site. The proposed development would contain appropriate land uses that are compatible with the White City Opportunity Area which is well served and accessible by public transport. The proposed development is therefore considered acceptable in land use terms, subject to the satisfaction of other development plan policies, in accordance with policies 2.13, 2.15, 3.3, 3.4, 3.19 and 7.18 of the London Plan, Strategic Policies WCOA, WCOA2, A, B, C, and H1 of the Core Strategy (2011) and White City Opportunity Area Planning Framework (2013),

DMLP Policies DM A1, DM B1, DM B3 and DM D1 and Strategic Policies WCRA, WCRA2, E2, CF1, CF2, CF3, HO1, OS1, OS2 and OS3 of the Local Plan (2018).

2) Housing: The proposed development would contribute towards providing much needed additional housing in the borough in accordance with London Plan Policies 3.3B, 3.3D and 3.3E and would help the borough meet its housing targets in accordance with Table 3.1 of the London Plan. It is considered that the development would contribute towards the indicative housing targets set out in Policy HO1 of the Local Plan (2018) which promotes the development of new housing within the Strategic Sites Policy WCRA and WCRA2 for developments within the White City Regeneration Area which set an indicative housing target of 3,500 homes is proposed across the plan period. The principle and density of residential development proposed is considered acceptable and would be in accordance with London Plan Policies 3.3 and 3.4 and Local Plan Policies HO1, HO3, and WCRA. The proposed development would comprise an appropriate mix of dwelling sizes that would meet local and London-wide housing needs. The proposal is considered to provide an acceptable standard of accommodation for future occupiers of the residential accommodation (private and affordable) in respect of the living space, aspect, and amenity. The assessment is that most of the proposed units would benefit from acceptable levels of daylight/sunlight, outlook, and privacy. The development is therefore considered to be acceptable in accordance with Policies 3.5 and 3.8 of the London Plan, Policy H3 and H4 of the Core Strategy (2011), Policies DM A2, DM A9 of the Development Management Local Plan (2013) and Policies HO1, HO3, HO4, HO5 and HO11 of the New Local Plan (2018).

3) Affordable housing: The proposal would help to regenerate the wider White City Regeneration Area, maximising the value of the site by the delivery of 71 affordable residential units, providing a mix of social and intermediate rent. 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 Policy HO3 of the New Local Plan Policy (2018).

4) Design: It is considered that the proposed development provides an opportunity for significant enhancement and regeneration of this area and subject to the conditions would be of a high-quality design that would make a positive contribution to the character and appearance of the White City Regeneration Area. It is considered that the proposed development would not harm the adjoining Wood Lane conservation area or local townscape and the proposed development would positively contribute to the skyline of this part of White City. The development would a new network of high-quality spaces and public realm. The height, scale and massing of the proposed built form is appropriate and provides a satisfactory design response to the site 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. It is considered that the proposals will deliver good quality architecture which optimises the capacity of the site with good quality education, residential and commercial 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, 7.8 and 7.21 of the London Plan (2016) and policies WCRA, WCRA1 and BE1 of the Core

Strategy (2011), policies DM G1, DM G2 and DM G6 of the Development Management Local Plan (2013) and Strategic Policies WCRA, and WCRA2, and DC1, DC2 and DC8 of the New Local Plan (2018).

5) Transport: It is considered that the overall traffic impact of the proposed development set out in the Transport Statement is acceptable and as such, the traffic impact would be acceptable. Except for 13 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. Officers consider the level of cycle parking would provide a satisfactory provision at the time of determination of this application. 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 would improve significantly with the new pedestrianised route, and overall is well served by public transport. It is considered that any impacts arising from the development would be mitigated by conditions and s106 agreement to prevent significant increase in on-street parking pressures in surrounding roads. A car park management, servicing, 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 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 (2013) and Policies T1, T2, T3, T4 T5 and T7 of the New Local Plan (2018).

6) Impact on neighbouring properties: It is considered that the proposed development would not result in significant harm to the amenities of adjoining occupiers in terms of daylight/sunlight, over-shadowing, overlooking and privacy. Potential impacts in terms of air quality, light pollution, noise or TV/radio reception would be acceptable with regard to the various mitigation methods proposed which are secured by condition. 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 (2013) and Policies HO11, DC1, DC2, DC8, CC10, CC11, CC12 and CC13 of the New Local Plan (2018).

7) Safety and access: A condition would ensure the development would provide a safe and secure environment for all users. The development would result in the provision of an inclusive environment, providing 10% of all units as wheelchair units, level access, minimum of one 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 (2013) and Policy HO6 of the New Local Plan (2018).

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 green/brown roofs. 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 WCOA 2 of the Hammersmith and Fulham Core Strategy (2011), and Policies DM A2, DM A9, DM E4, DM H1, DM H2, DM H8, DM H9, DM H10 of the Hammersmith and Fulham Development Management Local Plan (2013) and Policy CC1 and CC2 of the New Local Plan (2018).

9) Flood risk: The site is in flood zone 1 (low risk). A Flood Risk Assessment (FRA) 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), Policy DM H3 of the Hammersmith and Fulham Development Management Local Plan (2013) and policies CC3 and CC4 in the New Local Plan (2018).

10) Land contamination: Conditions would 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 (2013).

11) Microclimate: The development would not result in an unacceptable wind microclimate that would cause harm, discomfort or safety issues to pedestrians or the environment around the buildings. A condition is secured to provide additional mitigation measures through the materials and landscaping. The proposal is considered to comply with Policies 5.3, 7.6 and 7.7 of the London Plan and Policy DM G2 of the Hammersmith and Fulham Development Management Local Plan (2013).

12) Legal agreement: 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 Policies CF1, WCOA and WCOA1 of the Hammersmith and Fulham Core Strategy (2011) and Strategic Policies WCRA, and WCRA2, and INFRA1 of the New Local Plan (2018).

Having regard to these relevant policies of the statutory development plan and all other material considerations, officers consider that subject to completion of the section 106 agreement prior to the grant of permission and the imposition of conditions, the development will accord with Council planning policy objectives and those of the Mayor of London.

The application is considered to comply generally and taken as a whole with the relevant policies of the London Plan, the Hammersmith & Fulham Core Strategy and

Development Management Local Plan, and the new Hammersmith & Fulham Local Plan (2018), and there are no other material considerations which the officers consider would override the grant of planning permission in accordance with the development plan.

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

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

Application form received: 15 December 2017

Policy Documents:

The London Plan 2016;
LBHF - Core Strategy 2011;
LBHF - Development Management Local Plan 2013;
LBHF - Planning Guidance Supplementary Planning Document 2013;
LBHF - Draft Local Plan 2018 (due to be adopted on 28 February 2018);
LBHF - Draft Planning Guidance Supplementary Planning Document (SPD) 2018 (due to be adopted on 28 February 2018);
National Planning Policy Framework (NPPF) 2012.

Consultation Comments:

Comments from:	Dated:
Greater London Authority (GLA)	29.01.2018
Transport for London (TfL)	19.01.2018
Greater London Archaeology Advisory Service	26.01.2018
Historic England	18.12.2017
Sport England	24.01.2018
Natural England	10.01.2018
Thames Water	10.01.2018
The Hammersmith Society	17.01.2018
H&F Disability Forum	17.01.2018

Neighbour Comments:

Comments from:	Dated:
Church of St Michael and St George, 1 Commonwealth Avenue, W12	26.01.2018

OFFICERS' REPORT

1.1.0 BACKGROUND

Referral of the Application

1.1.1 Under the terms of the Town & Country Planning (Mayor of London) Order 2008, the Greater London Authority has been notified as the application is within the thresholds of potential strategic importance to London.

1.1.2 The Mayor of London formally considered the proposal on 29 January 2018 and issued a Stage 1 report. The contents of this report have been considered by both the applicant and the Council and there have been discussions with the officers of the GLA and TfL to ensure that their concerns and comments have been properly addressed as far as is reasonably practicable.

1.1.3 The application would be referred to the Mayor of London prior to the issue of any decision notice. The Mayor has a period of 14 days from the date of notification to consider the Council's resolution before issuing a decision.

Development Site and Context

1.1.4 The application site occupies an area of approximately 1.45 hectares (3.58 acres) and lies in the western part of the White City Regeneration Area.

1.1.5 Ark Swift Primary Academy is a Council owned site, with a long lease granted to Ark Schools ("the applicant"). The applicant has managed the Ark Swift Primary Academy since September 2013, and the site is part of a wider portfolio totalling 35 schools.

1.1.6 Ark Schools are an international charity and are bringing forward the site for redevelopment in partnership with H&F, Harmony Nursery and OnSide.

Existing Site

1.1.7 The site is an existing education provision and comprises the Ark Swift Primary Academy, Harmony Neighbourhood Nursery, an Adult Community Learning Centre, a vacant former caretaker's house, and an unoccupied NHS dental and health centre. Ark Swift is a two-form entry (2FE) primary school with a capacity for 460 pupils between the ages of 5 and 11 years. Harmony Nursery has space for 47 children between the ages of six months and 5 years. The adult education centre has 120 pupils.

1.1.8 The school is made up of a part single/part two storey L-shaped building dating from the 1950s, set along the north and the west boundary. The school is bounded by a large area of tarmac in the centre of the site used as a MUGA (Multi-Use Games Area) and a children's playground. A grassed area planted with mature trees is located to the east of the playground. The school has three access points. The main pedestrian pupil entrance and vehicular access is on Australia Road. A second pedestrian access is on Dorando Close.

1.1.9 The nursery is in two pavilion buildings to the south of the school and has an enclosed outside play area facing Australia Road. The adult education facility is run from the Paragon Centre. There is a vacant detached two-storey property in the south west corner of the site, which is the former school caretaker's house.

1.1.10 There are also two single-storey prefabricated buildings on the site, located along the south and eastern boundaries. These temporary buildings were used to house a medical centre and NHS dentist, which have since moved to Parkview Centre. Both prefabrication structures are now vacant.

1.1.11 The site is broadly flat, but there is a gentle slope, with an 800 mm fall in level. The average ground level is approximately 8 metres AOD.

Surroundings

1.1.12 The site is in a mostly residential area, bounded by Australia Road to the west, Dorando Close to the east and South Africa Road to the south. Part of the site is bordered by the edge of the White City Estate which extends to the north, west and south. The estate comprises five-storey housing blocks laid out in a grid formation, dating from the 1930's. Wolfe House is to the north and Baird House to the south. Durban House, Grey House, Hastings House, and Lawson House all front on Australia Road. A housing estate road serving Durban House and Baird House runs along part of the southern boundary. The Church of St. Michael and St. George is a low-rise building on Australia Road, opposite the site. White City Place is located on the east side of Dorando Close, and comprises large commercial buildings originally developed for the BBC Media Village. An army reserve barracks and 'Play Football' (a 5-a-side football centre) is located on the south side of South Africa Road, together with the residential properties on White City Road.

Designations and Heritage Assets

1.1.13 The site is designated in the White City Regeneration Area ("WCRA") and Strategic Site "White City West" ("WCRA 2") and includes the White City Estate. The White City Regeneration Area covers the same area as the White City Opportunity Area, as set out in the London Plan and Borough's Strategic Core Strategy. Both Strategic Core Strategy Policies WCOA and WCOA 2 will be replaced by Local Plan Strategy policies WCRA and WCRA 2.

1.1.14 The site is not in a conservation area but lies adjacent to the north-west boundary of the Wood Lane Conservation Area. There are no listed buildings or buildings of merit on the site.

1.1.15 The site falls within Flood Zone 1. The River Thames is located approximately 2.6 km to the south and as such there is a low probability of flooding.

Transport

1.1.16 Using the Transport for London's methodology which measures the accessibility of a point to the public transport network, the site has a public transport accessibility level (PTAL) rating ranging between 1b (very poor) on the Westside of the site, and 5 (very good) on the east side. The site is 8 minutes' walk to White City (servicing the Central line) and Wood Lane (servicing the Circle and Hammersmith and City lines) undergrounds stations. Shepherd's Bush is the nearest rail station and whilst a bit further afield provides additional public transport options to the Overground services. The site has access to six daytime bus routes, with bus stops serving four routes on Wood Lane and a bus stop close to the site serving two routes on South Africa Road. White City Bus Station is located approximately 750m to the south providing accessibility to nine additional bus routes.

Relevant Planning History

1.1.17 The existing school was built in the early 1950's. The planning history of the site is relatively limited and primarily relates to the use as an educational establishment.

1.1.18 In April 2014, permission was granted for a single storey entrance lobby with disability ramp to the front of the main building. The permission was implemented.

1.1.19 Planning permission was granted for temporary uses/buildings on the site. These included a temporary single storey building on the front forecourt used as two classrooms (October 2010) and two temporary single storey buildings for use as a medical centre and dental suite (June 2009). All the permissions were implemented. Both the medical and dental uses have ceased but both buildings remain on the site.

1.1.20 In November 2017, redevelopment of land to the south of White City Place, on the corner of Dorando Close and South Africa Road (formerly the BBC Media Village) was granted planning permission, subject to the completion of a s106 agreement. The commercial led development (known as 'The Gateway') will provide offices and ancillary retail/restaurant floor space in buildings which include a twenty-three storey tower and a three-storey building fronting Dorando Close (ref: 2016/04452/COMB). In July 2017, permission was granted for the temporary use of the existing car park on the Gateway site, to enable a range of temporary events to take place for 3 years, in the intervening period before construction works start (ref: 2017/02019/FUL).

1.2.0 Details of the proposed development

1.2.1 The application seeks full planning permission for the demolition of all the existing buildings and trees on the site and a mixed-used redevelopment with a focus on education, housing, and employment. The proposal would include the re-provision of the existing primary school, nursery, and adult education centre, along with a new youth centre, offices, residential units, and a restaurant/café.

1.2.2 The new development is arranged into six buildings set around a pedestrian route 'the Boulevard' and public square. The proposed land uses are as follows:

- A replacement 480 place, 2 form entry (2FE) primary school and outdoor play facilities.
- A 75-place nursery for Harmony Neighbourhood Nursery and landscape/outdoor play facilities.
- An expanded 120-place adult education and community learning centre.
- A youth centre or 'Youth Zone' for OnSide.
- A restaurant/café use.
- Affordable office floor space for Ark Schools and other charities or social enterprises. Part of the ground floor would provide an ancillary restaurant/café and training space.
- 132 residential units (affordable and market) in four of the buildings: above the school, nursery, adult education centre and restaurant/café use.
- Landscape and public realm works which include the creation of a pedestrianised east-west route through the middle of the site, providing a connection and improved links between the White City Estate, the school and White City Place to the east. The route would take the form of 'the Boulevard' and a public square fronting Dorando Close.

- Disabled car parking, cycle parking spaces, delivery and servicing arrangements and a joint energy centre located in the basement of the office hub.

1.2.3 The existing site is relatively unbuilt and has a floor space of 4,783m² (GEA). The largest share (3,709m²) is taken up by the school. The proposal would result in 35,179m² floor space, an uplift of 30,396m².

1.2.4 The existing and proposed floor space (both GEA and GIA) is as follows:

	Existing GEA m2	Proposed GEA m2	Net Change	Existing GIA m2	Proposed GIA m2	Net Change
School	3,709	3,958	+249	3,476	3,209	-267
Harmony Nursery	450	916	+466	414	764	+350
NHS Dentist	127	N/a	-127	123*	N/A	-123
Health Centre	366	N/A	-366	358*	N/A	-358
Adult Ed. Centre	75	617	+542	71*	565	+494
Youth Zone	N/a	3,500	+3,500	N/A	2,506	+2,506
Office	N/A	13,497	+13,497	N/A	12,799	+12,799
Residential	56	12,468	+12,412	47*	11,298	+11,251
Restaurant/ Café	N/A	163	+163	N/A	142	+142
TOTAL	4,783	35,179	+30,396	4,489	31,283	+26,794

Notes: * These figures are estimated as the site survey did not include these buildings

1.2.5 The proposal comprises six buildings or 'blocks', organised to respond to the existing and emerging surrounding context. The blocks vary in height from five storeys on the western boundary, adjacent to the White City Estate up to nine storeys on the eastern boundary opposite the Gateway development.

The six blocks proposed are as follows:

Block 1	A 5-storey (G+4) building on the south-western boundary opposite Australia Road, comprising a replacement Ark Swift Primary School on three floors with an external terrace at second floor level and 24 affordable residential units above.
Block 2	A 5-storey (G+4) building on the north-western boundary opposite Australia Road, comprising a replacement Harmony Nursery on two floors and 24 affordable residential units above.
Block 3	A 7-storey (G+6) building on the northside of the Boulevard, comprising a replacement adult education centre on the ground level and 42 residential units above, comprising a mix of private rented and affordable residential units.
Block 4	An 8-storey building (G+7) on the eastern boundary fronting Dorando Close and the square, comprising a café/restaurant unit on the ground level and 42 private rented residential units above.
Block 5	A 9-storey office building (G+8) plus roof top plant and amenity space, on the corner of Dorando Close, South Africa Road and fronting the square.
Block 6	A 3-storey building fronting the Boulevard and square and next to the office and the school, comprising a youth centre run by OnSide and a MUGA and viewing area at roof level.

1.2.6 Each block and the proposed land uses are set out in more detail below:

BLOCK 1: The Existing Ark Swift Primary Academy (Class D1) school and surrounding grounds occupy the entire site. The school would be replaced with a new 2FE primary school building in the south west part of the site. The new school provides 3,958m² (GEA) floor space, an uplift of 249m². The school intake increases to 480 places (1-11 years Inc. Nursery), an uplift of 20 child spaces. The proposed 'L' shaped building would face Australia Road and the central Boulevard. Main entrance from the central Boulevard. The two wings would extend over three floors. 14 nos. classrooms, each one for up to 30 children are to be provided on the ground and first floor level. A double height hall for multiple use, including a dining hall (served by an adjoining kitchen), a library and state-of-the-art technology and new facilities for sports, art, cookery, and IT are included. The central core of the building would allow natural light down to the ground floor and a lift would provide level access to all the floors. The school would provide 3,160m² external play space, including a 10-metre running track and a roof deck on the second floor. An external canopy would provide direct covered access

between the school and the youth centre building. The existing MUGA would be re-provided above the Youth Zone at roof level (Block 6).

Residential apartments would be provided above part of the new school, accessible from Australia Road. The three upper floors would provide 24 nos. social rented affordable units served by two lifts, and include 8 nos. social rented wheelchair accessible units. A private balcony serves each flat.

BLOCK 2: The existing Harmony Nursery (Class D1) would be re-provided on the ground and first floor of the building. A lift would serve both floors. The new nursery use would take the form of an 'L' shape layout and provide 916m² (GEA) floor space, an uplift of 466m². The entrance would be off the Boulevard. The new nursery would increase the intake from 47 to 75 children and create a two-form entry facility. Staff numbers increase to 35. The nursery would be provided with 710m² secure amenity space, including 520m² of external landscaped play space at ground level and 190m² play space at roof level.

Four floors of residential use would sit above and adjacent to the nursery use, accessible from Australia Road. The building would provide 24 nos. affordable residential units, comprising 15 nos. intermediate rent and 9 nos. social rent units. A private balcony serves each flat.

BLOCK 3: The existing Adult Community Learning Centre (Class D1) is located within the school campus and would be replaced with a purpose-built facility on the ground floor of the building facing the north side of the Boulevard. The new building would deliver a 617m² adult education floor centre and result in an uplift of 542m² (GEA). The centre would include 4 general teaching classrooms, 2 training rooms, breakout areas, reception, and ancillary support space. The centre would have a capacity for 120 pupils and 6 staff.

Six floors of residential units would sit above the centre and provide 42 nos. residential units, comprising 23 nos. intermediate rent units (including 3 nos. wheelchair accessible units) and 19 nos. private rented units (including 2 nos. wheelchair accessible units). A private balcony serves each flat. Access would also be provided to a shared communal podium amenity space (370m²) shared with Block 4.

BLOCK 4: A standalone restaurant/café use (Class A3 and/or A1) is proposed on the ground floor of the building with residential units on six floors above. The restaurant/café use would provide 163m² (GEA) of floor space, with the main frontage towards the square. The unit would not have any primary cooking facilities.

The upper floors would provide 42 nos. residential units (all private rented). A private balcony serves each flat and access to a communal podium amenity space at first floor level.

BLOCK 5: Nine storey (plus a basement and a roof top plant and terrace) office building (Class B1) with 13,497m² (GEA) floor space. Office tenants are not yet known but would likely provide the new headquarters for Ark Schools along with other synergistic charities. The proposed building is expressed as a cube. Main entrance and reception area would be orientated towards the square and part of the ground floor would be used as an ancillary restaurant/café space, intended to serve office workers as well as the public. The ground floor space would also include flexible shared function space for

exhibitions, training, and events suites. Typical floor is designed as open plan served by 4 nos. passenger lifts. The proposed building would include a basement area with a gym, changing rooms, site wide energy centre, refuse and cycle storage facilities. Service / personnel tunnels running underground would allow access to each of the building cores. The service entrance would be off South Africa Road. A roof top terrace is proposed for use by the office occupiers.

BLOCK 6: Youth Centre (Class D2) also known as a 'Youth Zone' is proposed and would be run by OnSide. The three-storey building would measure 3,560m² (GEA) floor space. Includes an outdoor, roof top 3G MUGA, measuring 630m² (691m² Inc. store and viewing gallery). The Youth Zone would provide a reception area, series of fitness/activity rooms and a covered sports hall on the ground floor and additional activity rooms, staff and office areas at first floor. The MUGA and viewing gallery are proposed at second floor and would be accessible by a lift.

1.2.7 Overall the scheme would result in an uplift of +1,257m² (GEA) of educational land uses (Class D1) floor space, 3,560m² (GEA) floor space of community leisure floor space (Class D2) and 13,497m² (GEA) office (Class B1) floor space.

Residential

1.2.8 At present there is an existing single dwelling on the site. The building is currently vacant and was previously occupied by the school caretaker. The dwelling would be demolished and replaced with 132 new residential units across four buildings. This would result in an uplift of 131 residential units.

1.2.9 In total the proposal would deliver 12,468m² (GEA) of residential floor space. As the existing dwelling measures 56m² (GEA), there would be an uplift of 12,412m² (GEA) of residential floor space.

1.2.10 The 132 residential units proposed are arranged as follows:

Unit Type	Number	%
Studio	1	0.8
1-Bed	54	41
2-Bed	77	58.2
Total	132	100

1.2.11 The residential mix proposes 71 (54%) affordable units and 61 (46%) market - private rent units. Within the affordable tenure, 33 units (46.5%) would be social rent and 38 units (53.5%) would be intermediate rent. Thirteen (or 10%) of the 132 residential units would be wheelchair accessible units and comprise a mix of 8 nos. social rent (Block 1) and 3 intermediate and 2 private rent (Block 3).

Public Realm and Landscaping

1.2.12 A new pedestrianised route would be formed through the centre of the site to align with Commonwealth Avenue to the west and the Media Village access to the east, thereby connecting the White City Estate with the site and White City Place beyond. The Boulevard would feature soft and hard landscaping and include trees, planting, water features, seating, lighting, and visitor cycle parking. A new landscaped square would be located off the Boulevard on the eastern boundary with Dorando Close. The office space, adult education centre, café/restaurant and youth centre would all have

direct access to the square and the school and nursery entrances would have the main access to the Boulevard.

1.2.13 The proposal would result in the loss of 27 trees. However, 137 new trees are proposed to be planted as part of the proposal, 71 at grade level and 66 trees at roof level.

Transport and Servicing

1.2.14 Separate pedestrian access points are proposed for all the land uses. Pedestrian access for the new primary school and nursery would be in the centre of the site from Australia Road or Dorando Close via the Boulevard and square. The Boulevard and square from Dorando Close would also provide pedestrian and cycle access to the office, youth zone café/restaurant and adult education centre. Pedestrian access to residential units on the upper floors would be gained off four communal cores. Two cores would be accessed directly from Australia Road, one from Dorando Close and one from the Boulevard.

1.2.15 Two vehicular access points would be provided as part of the development. Dorando Close would provide vehicular access to thirteen-blue badge residential parking spaces. Four mini bus spaces would be provided in the same area, to be shared between the school, nursery, and youth centre. All the parking bays would be located at grade level along the northern boundary of the site, to the rear of Blocks 3 and 4. An additional 6 nos. parking spaces are proposed on Australia Road along the western boundary of the site. These works would be facilitated through the rationalisation of the existing 'School Keep Clear' markings.

1.2.16 Servicing activity including delivery and refuse collection associated with the office use would be undertaken from an internal loading bay from South Africa Road. Servicing arrangements for the Youth Zone would be undertaken on street from Dorando Close, and those associated with the school and nursery would be from Australia Road in line with the existing arrangements. Emergency vehicles, including a fire tender would be able to travel down the pedestrianised Boulevard if required.

1.2.17 A total of 453 long stay cycle parking spaces and 68 short stay visitor spaces would be provided for the various uses in the proposed development. Short stay cycle parking would be provided in the public realm on the Boulevard and square. The cycle parking provision would be divided as follows:

- 209 cycle parking spaces provided for the residential occupiers in an enclosed community facility at grade level within Block 3 (plus 3 visitors spaces);
- 150 spaces for the office use (13 visitor spaces);
- 68 spaces for the school (plus 5 visitor spaces);
- 14 spaces for the nursery (plus 1 visitor space);
- 4 spaces for the youth centre (plus 25 visitor spaces);
- 7 spaces for the adult education centre (plus 17 visitor spaces) and;
- 1 space for the café/restaurant use (plus 4 visitor spaces).
- 5% of the long stay cycle spaces (10 spaces) would be provided as accessible enlarge spaces for use by disabled cyclist. This would include the provision of 3 secured and sheltered mobility scooter spaces.

Phasing Strategy

1.2.18 A phasing plan relating to the proposed demolition and construction works are set out with the application. The proposal would be phased in two stages, to enable

Ark Swift Primary School to continue to operate on site during the construction period and delivery of the new school building. The existing nursery use would need to decant for the duration of the works. The two demolition / construction phases proposed are as follows:

- Phase 1: Demolition of the southern part of the site including the nursery, caretakers house and part of the school. Construction works include the new school and including external play area, 24 residential units above the school, the youth centre, office space, and part of the public realm.
- Phase 2: Demolition of the remaining part of the existing school to the north of the site following decant to the new school and the construction of the nursery, adult education centre, 108 residential units, café/restaurant, and completion of public realm.

1.2.19 Each phase is programmed to take approximately two years and the entire development four years to complete. The site compound would need to move for the two phases.

Screening Opinion

1.2.20 A screening opinion was issued on 9th November 2017 which confirmed that in accordance with Regulation 6 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017, the proposed development does not necessitate the submission of an Environmental Impact Assessment (EIA) (Ref: 2017/04062/SCREIA).

1.3.0 Submitted Documents

1.3.1 The applicant has submitted the following in support of the application:

- Application forms, CIL forms and Certificate prepared by Gerald Eve LLP;
- Drawings including red line site location plan and revised drawings, including bay studies and an updated schedule prepared by Sheppard Robson;
- Planning Statement and updated letter (dated 14 February 2018) prepared by Gerald Eve LLP;
- Updated Design and Access Statement prepared by Sheppard Robson;
- Access Report and addendum prepared by David Bonnett Associates;
- Air Quality Assessment and addendum, prepared by HSP Consulting;
- Acoustic Report, prepared by Sandy Brown;
- Updated Townscape and Heritage Assessment, prepared by PSCA and AVR London;
- Energy and Sustainability Assessment including revisions, prepared by Sweco;
- Transport Assessment and addendum, Delivery and Servicing Plan and Draft Travel Plan prepared by Systra;
- Daylight and Sunlight report and addendum, prepared by Delva Patman Redler;
- Historic Environment Desk Based Assessment, prepared by ECUS,
- Flood Risk Assessment, prepared by Ecus;
- Civil Engineering Drainage and SUDS Strategy, prepared by MNP;
- Civil and Structural Engineering Basement Method Statement, prepared by MNP, including a Contamination Ground Investigation Report prepared by Geotechnics and Draft Geotechnical and Geo-Environmental Interpretative Report produced by Mott MacDonald;

- Public Realm Strategy (Landscaping masterplan), prepared by BD;
- Arboricultural Report, prepared by Ecus;
- Draft Construction Logistics Plan, prepared by Systra;
- Wind & Microclimate Assessment and Addendum, prepared by RWDI;
- Ecology Report, prepared by HSP Consulting;
- Youth Zone Operational Management Strategy, prepared by OnSide.
- Draft Site Management Plan.
- Statement of Community Involvement, prepared by Camargue.

1.3.2 During the application, further information and points of clarification were sought by officers, GLA and TfL in respect of detailed aspects of the proposal. These include some minor scheme changes. The overall proposal remains unchanged in terms of size and quantum. The additional information provided by the applicant relates to: modification to the residential tenure mix; minor design changes, including clarification to the roof top design of the office building and Youth Zone; minor alteration to the rear mews parking area; additional information relating to materials, including submission of a screen strategy; a revised townscape and visual impact assessment and updated supporting information in relation to air quality, energy and sustainability, wind and microclimate, access statement, transport and daylight and sunlight.

Pre-application consultation

1.3.3 The applicant has submitted a Statement of Community Engagement (SCE) which summarises the public engagement and consultation undertaken in advance of the application submission. The SCE and the Design and Access Statement summarise how the proposal has evolved since mid-2016. The application scheme is the second of two briefs consulted on.

1.3.4 Through this process the applicant has undertaken a programme of pre-application discussions with officers of LBHF, The Greater London Authority (GLA) and Transport for London (TfL). The final scheme was presented to the Design Review Panel on 16 October 2017.

1.3.5 The applicant held two rounds of public exhibitions and consulted key stakeholders, including community organisations and amenity groups. The first public consultation was undertaken for the initial scheme and was held on two days in November 2016. The concept of the scheme changed at the start of 2017. Reformed to provide a larger number of residential units, less office floor space and a pedestrianised route placed centrally in the site.

1.3.6 A second round of public consultation for the proposed development was undertaken in November 2017. The exhibition took place across three days. On Friday 24th (15:00 to 19:00) and Monday 27th (15:00 to 16:30) November 2017, the exhibition was located at the Ark Swift School. On Saturday 25th November 2017 (9:30 to 13:00) it took place at White City Community Centre. Flyers advertised the public exhibitions and were delivered to residential neighbours, parents of children attending the school and businesses in the local area. Both exhibitions were advertised in the local press. In addition, a letter was also sent to amenity groups, residents and business associations providing details of the drop-in's sessions.

1.3.7 The purpose of the second public exhibition was to provide an update on the previous 2016 proposals and an opportunity for residents to communicate their feedback to leading members of the development and design team, including

representatives from the applicant and the architects. Attendees were invited to complete a response form to set out their thoughts on the proposals.

1.3.8 The Statement of Community Engagement submitted with the application sets out the response received to the public exhibitions and stakeholder consultation. In total 115 people attended both rounds of consultation and 35 pieces of feedback were received. During the second exhibition 9 people completed feedback forms.

1.3.9 Overall the feedback was positive. In November 2016, 91.7% of respondents specified support for the proposals and in November 2017 this increase to 100% of respondents.

1.3.10 The feedback from this consultation raised matters relating to potential demolition and construction impacts, design of the proposed building and the boundary treatment and possible impacts of noise from the Youth Zone. These matters have been addressed in the application.

2.0 PUBLICITY AND CONSULTATIONS

2.1 The application was advertised as a major development and has been publicised by way of site notices posted around the site and a press advert published on 22 December 2017. In addition, a total 370 individual notification letters have been sent to the owners/occupiers of neighbouring properties. The time for making representations in this case was extended beyond the statutory period, up to 26 January 2018.

2.2 A letter has been received in response, from the Associate Vicar at the Church of St. Michael and St. George, the contents of which can be summarised as follows:

Broadly supportive of the proposal. However, two concerns are specified: (1) The Daylight Impact Assessment has not considered the church and (2) The Wind Effect Assessment indicates unacceptable wind effect across the road nearest the church hall entrance which may impact on users with mobility needs or children (Officer Comment: See paragraphs 3.10.18 and 3.10.49)

2.3 Representations have also been received from the Hammersmith Society, which are summarised below:

- Visited both exhibitions in 2016 and 2017.
- Agree with most of the comments made by the Council's Design Review Panel of 16 October 2017.
- Welcome the mix of uses and general organisation of the different architectural elements.
- Above all, welcome the opening of the site with a defined public access and the east-west Boulevard, although accept local resident's concerns about possible behavioural problems.
- Consider excellent and robust planting to be essential, including tree planting and a management plan to reconcile the various pressures on the outdoor spaces including possible vehicle and emergency vehicle access.
- The development increases the density and scale of buildings in comparison with the adjoining White City development. This would have a radical visual impact on the area, with blocks up to 9 storeys replacing the existing relatively small scale on the site (Officer Comment: See paragraph 3.5.15).

- Disappointed by the various architectural treatments of the elevations. Different use elements could be differentiated better while maintaining the feel of a single campus. Elevations are generally bland and undistinguished or uninventive (Officer Comment: See paragraphs 3.7.18 to 41).
- Concern expressed about the separation distance of some of the new flats (i.e. below 18 metres) and the relatively low provision of private amenity space. (Officer Comment: See paragraph 3.10.48).

Statutory/Technical Consultations

Greater London Authority (GLA) - Stage I

2.4 The application is referable to the Mayor of London under Category 1B (c) and 1C (c) of the Mayor of London Order (2008) - which relate to the total floor space of the buildings (>15,000 sqm) and building height (>30 m). It should be noted that the applicant engaged with the GLA during the pre-application stage.

2.5 The Mayor's Stage I response was received on 29 January 2018, and is summarised below:

- Overall, strongly support the proposed mixed-use intensification of the site and re-provision of the primary school, nursery, and adult centre in modern, fit-for-purpose accommodation. Provision of a youth centre offering affordable activities for young people also supported subject to community use of sport facilities in the youth centre being secured through a s106 agreement.
- Support the introduction of the office and residential uses as part of a co-location approach, the delivery of new public realm and a route to improve the connectivity of the White City Estate.
- Support the housing mix and level of delivery of affordable housing, subject to early implementation of a review mechanism, build to rent provisions including a minimum 15 years covenant and clawback mechanism, all to be secured through the s106 agreement.
- Support the density, layout/height/massing and architectural quality, heritage, housing quality and inclusive design of the proposal.
- The application does not fully comply with London Plan and draft London Plan on two points (climate change and transport matters), but would become compliant if the matters are resolved. Climate change matters relate to measures to reduce overheating, cooling, and the CHP system (Officer Comment: See Section 3.12). Transport matters, relate to the provision of a road safety audit, pedestrian/cycle environment assessment, increase cycle parking provision in line with the draft London Plan standards and potential mitigation for bus services. A car parking management plan, car permit free agreement, delivery and servicing plan, construction and logistics plan and travel plans should all be secured by condition or s106 agreement (Officer Comment: See Section 3.11).

Transport for London (TfL)

2.6 TfL's response is also summarised in the GLA Stage 1 above. In detail, TfL state the following should be addressed before the application is determined:

- A Car Parking Management Plan should be secured by condition.
- Stage 1 Road Safety Audit should be undertaken for the proposed vehicular access arrangements.
- Number of blue badge parking spaces for the residential units should be reduced in line with the draft London Plan and allocated to other parts of the proposal. This

would remove need for the proposed 6 nos. on-street parking bays on Australia Road.

- Secure Car Parking Management Plan by condition and all future residents/occupiers be exempted for local car parking permits.
- Increase Cycle Parking provision to meet draft London Plan standards and provide additional on street cycle spaces for visitors.
- Cycle storage for each land use should meet London Cycle Design Standards (LCDS).
- Review trip generation assessment. TfL considers further evidence required to demonstrate Youth Zone use and proposed office use has been under-estimated.
- Financial contribution towards local bus service improvements in the area might be sought based on the additional information requested.
- Request a Pedestrian Environment Review (PERS) and Cycle Environment Review (CERS) to assess local walking and cycling conditions and providing formal crossing facilities on South Africa Road.
- School Travel Plan should continue to be STAR accredited and secured by a legal agreement. The Commercial and Residential Travel Plans should be more ambitious.
- Final Delivery and Servicing Plan and Construction and Logistics Plan should be secured by condition. TfL request being consulted on the CLP.

Thames Water

2.7 No objection on waste capacity. Recommends the installation of a properly maintained fat trap for all catering establishments and recommend the disposal or recycling of fats, oil, and grease by contractors in line with best practice. No objection to water capacity subject to conditions and informative.

Sport England

2.8 Overall, Sport England consider the proposal meets its Enhance and Provide objectives and would not object if constructed in accordance with Sport England and. or National Sport Governing Body design guidance.

Historic England

2.9 Recommend that the application be determined in accordance with national and local policy guidance, and based on specialist conservation advice. Historic England confirmed it is not necessary for them to be consulted again on the application.

Historic England (Archaeology)

2.10 Confirm that no further assessment or conditions are necessary.

Natural England

2.11 Has no comments to make on this application.

Department for Communities and Local Government (DCLG); the Environment Agency; and Secure by Design Officer

2.12 No comments received on the application.

Hammersmith and Fulham Disability Forum

2.13 The scheme was presented to the DF on 17 January 2018. Generally, the DF was supportive of the proposal but invited assurances on the following points:

- All wheelchair dwellings to be M4 (3) (b) accessible dwelling standard;

clarification of drop off points and inclusive seating;

- Examine scope to reduce distance between blue badge parking spaces and wheelchair units;
- Clarification on cycle traffic and ensure pedestrian priority and safety is given through the design process;
- Condition be attached for an Inclusive Access Management Plan for the duration of the development;
- Ensure designated refuge areas; entrances, accessible toilets, equipment, classrooms and play areas; complaint hygiene room and Changing Places facilities in the education and commercial buildings are all compliant; and
- For the residential use, the provision of wheelchair storage, compliant doorways, refuge areas on all floors or fire rated lifts with 24/7 call where one lift is provided (Officer Comment: See Section 3.6.0).

Design Review Panel

2.14 The scheme was presented to the Council's Design Review Panel (DRP) on 16 October 2017. Overall, the panel was supportive of the scheme and felt that the design worked much better than the earlier proposal presented on 25 October 2016. The DRP point out matters on urban design, movement, residential amenity, and daylight and are summarised in the Design Heritage and Townscape Section (Officer Comment: See paragraph 3.7.39 to 3.7.41).

3.0 PLANNING CONSIDERATIONS

3.1.0 Policy Framework

3.1.1 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 and country planning in England.

3.1.2 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).

3.1.3 In this instance, the statutory development plan currently comprises the following documents:

- The London Plan (2016) and draft London Plan (2017)
- The Hammersmith and Fulham Local Plan (2018)
- The Hammersmith and Fulham Core Strategy (2011) ('the Core Strategy') and the Development Management Local Plan ('DMLP') (2013) were a part of the development plan at the time the application was submitted and up until the 28th February 2018 (at which point the documents are withdrawn and cease to form a material consideration).
- Several strategic and local supplementary planning guidance and other documents are also material to the determination of the application. Includes the White City Opportunity Area planning framework (2013).

National Guidance

3.1.4 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 (2017)

3.1.5 The Draft London Plan (Consultation Draft - December 2017) was published on 29 November 2017. The consultation is expected to end on 2 March 2018. An Examination in Public (EiP) is due to be held in autumn of 2018, and publication of the new London Plan is expected in the autumn of 2019. Once adopted the document would supersede the current London Plan. As the document is still in the early stages towards adoption, it is considered that only limited weight should be given to the Draft London Plan policies in determining this application.

Local Plan (February 2018)

3.1.6 On 24 January 2018, the Council resolved to adopt the Hammersmith & Fulham Local Plan (2018) (“the Local Plan”). The adoption of the Local Plan will take effect on 28 February 2018. From this date, the policies in the Local Plan together with the London Plan will make up the statutory development plan for the borough. Proceeding adoption of the Local Plan, policies also referred to in this report in respect of the Core Strategy (2011) and the Development Management Local Plan (2013) will no longer be relevant for the purposes of planning decision making in the borough. For completeness, the policies in the Local Plan together with the policies in the Core Strategy and Development Management Local Plan are set out and referred to in this report, as at the time of drafting this report, they are still valid.

3.1.7 The Local Plan is supported by a replacement Supplementary Planning Document (“SPD”) and this document will be a material consideration in determining planning applications. The updated SPD document will also be adopted on 28 February 2018 and at a local level will replace the existing SPD (2013) and White City Opportunity Area Planning Framework (2013) upon adoption of the Local Plan. The WCOAPF is still a supplementary document to the London Plan and therefore technically carries some material weight.

3.2.0 Assessment

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

- Land uses: including the mix and nature of proposed education led uses, involving the re-provision of a primary school, nursery, and adult education centre. Provision of a new community use through the establishment of a youth centre. Provision of commercial floor space, including affordable office workspace and loss of vacant NHS dental and health centre.
- Housing: including the level and tenure mix of affordable housing and density, and the standard and quality of the residential accommodation, including unit sizes, open space and play provision.
- Design, heritage, and townscape.
- Loss of existing open space including trees and biodiversity.
- Residential amenity: including the effect of the proposal on the living conditions of both future and existing surrounding occupiers, particularly in terms of privacy, sunlight, daylight, overshadowing, and enclosure.

- Transport impact: including car parking provision and traffic generation, in respect to the effect of the proposal on the surrounding traffic and public transport networks, pressure on street parking together with the effect of the proposal on pedestrian and vehicular movement; effect on site servicing and waste management.
- The environmental considerations: including sustainability and energy efficiency, drainage and flooding, recycling and waste ecology, land contamination, wind microclimate, air quality in the surrounding area, noise and vibration, light pollution, and archaeology.

3.3.0 Non- Residential Land Uses

Educational Uses

3.3.1 The NPPF (paragraph 72) states that weight should be given to the need to create, expand, or alter schools.

3.3.2 London Plan Policies 3.1 and 3.16 confirm that the Mayor is committed to making a more inclusive London which protects and enhances social infrastructure provision. Among other things, the supporting text support proposals that would deliver better access to education, community and recreation and sport facilities.

3.3.3 London Plan Policy 3.18 supports development that would enhance education and skills provision, including the new build and expansion of existing education uses. Policy 3.18 Part D confirms that proposals for new schools, should be given positive consideration and such applications should only be refused where there are demonstrable negative local impacts, which substantially outweigh the desirability of establishing a new school. The policy also supports the delivery of multiple use education facilities for community use. Similarly, proposals which co-locate school or college facilities for the sharing of services, and developments that co-locate education uses with residential uses are generally supported.

3.3.4 GLA' s Social Infrastructure SPG (2015) sets out implementation points for the delivery of education uses. Amongst other things Implementation Point 4 advises that new development should provide innovative, flexible, and sustainable buildings for wider community uses and space sharing strategies.

3.3.5 Local Plan Strategic Policy WCRA will replace Strategic Policy WCOA in the Core Strategy. Policy WCRA states the council's will support major regeneration and growth in the White City Regeneration Area, in terms of the delivery of mixed use development, including new housing, jobs, community, and leisure facilities. Policy WCRA sets an indicative housing capacity of 6,000 new homes and 10,000 new jobs for the regeneration area. The policy identifies White City East specifically for the delivery of high density, high quality mixed-use developments, along with the creation of a major educational facility, supporting retail, community facilities and open space. The policy however recognises the importance of White City West in meeting the wider objectives, together with phased renewal of the estates and improved connections to existing communities. Policy WCRA2 will replace Strategic Policy WCOA 2 in the Core Strategy. Policy WCRA2 relates to the White City West area which includes the application site and the borough's largest housing estates. Policy WCRA2 specifically identifies development should include future education, community, leisure, and public and private spaces within new schemes. The policy refers to the support of employment and skills training opportunities, enabling the provision of new housing with a mix of tenure

and unit sizes and providing a permeable street pattern that is well integrated with the surrounding area.

3.3.6 Local Plan Policy CF1, CF2 and CF3 will replace Core Strategy Policy CF1, and DMLP Policies D1 and D2 and seek to ensure access to a range of high-quality facilities and services. Policy CF1 specifically supports the improvement and/or expansion of community and services, including the improvement and expansion of primary schools, provision of childcare nurseries, and seeking new facilities where appropriate and viable as part of major development proposals, including leisure, recreation, and sports facilities. Policy CF2 sets out new or expanded community uses should meet local needs, be compatible with and minimise impact on the local environment and be accessible and inclusive to all in the community. Policy CF3 supports the improvement and/or expansion of arts, culture, entertainment, leisure recreation and sport uses.

3.3.7 The scheme would bring about an uplift of 1,257m² (GEA) floor space of educational land uses (Class D1) and 3,600m² floor space of new community leisure use (Class D2). The provision of an education hub near to the White City Estate and wider area would mean that children and parents within the same family would have access to a range of new or improved learning, community, leisure, and employment opportunities near where they live.

Primary School

3.3.8 The application site is wholly in education use and the school building (Class D1) provides 3,709m² (GEA) floor space. The proposal would result in an uplift of the school floor space by 249m² to 3,958m² (GEA).

3.3.9 The school would remain as a 2FE and the number of school places would increase by 20 pupils, from 460 to 480 places. The re-provision of the new school would deliver an improved education facility in a modern and fit-for-purpose building, with an enhanced learning environment and layout. The school would deliver improved classroom space, sports, art, cookery, and IT facilities. The internal arrangement is split into two wings. The classrooms would be grouped in the wing facing Australia Road and shared facilities would be in the wing facing the Boulevard. Accessible and inclusive facilities would be provided in each zone of the school and improved internal circulation is planned to meet the needs of all the pupils, staff, and visitors.

3.3.10 At present, the school has inadequate sport facilities. Whilst there is a large tarmac area and a MUGA in the school grounds, there are no other formal outdoor sports facilities. During the summer months, part of the school playground is marked out informally as a running track. Parts of the tarmacked area not used as a play area remain redundant.

3.3.11 The amount of useable outdoor school space in the proposal would be optimised. The school would have a gated outside open space that would be landscaped and designed with an integrated 10 metre running track marked out, that would be delivered solely for use by the school and would have direct access from the school building. This area would provide the children with a high-quality play area as well as a running track.

3.3.12 The proposal would deliver a new MUGA on the roof of the Youth Zone building. Along with the indoor sports facilities, the MUGA would be available to the

school free of charge during the school day when the Youth Zone is closed. The proposal to share these facilities and promote engagement between the different educational and community users would enable the optimal use of the site which is welcomed.

3.3.13 The school development would be phased to enable the continued operation of the existing school on the site whilst the new school is constructed. Overall, the replacement, enhancement, and expansion of the existing school on the site close to the communities it serves is supported and considered acceptable.

Nursery

3.3.14 The existing nursery measures 450m² (GEA), while the proposed building would measure 916m² (GEA). This means that the scheme would deliver a substantial uplift in Class D1 nursery floor space of 466m².

3.3.15 This increase in floor space would enable the nursery to add to the number of child places from 47 to 75 and provide additional play facilities. As a result, the nursery would introduce a two-form entry. The proposed nursery provision would enable the delivery of an Ofsted-outstanding early years facility integrated with the White City Estate. The Council's Children's Services are arranging a temporary decant of the existing nursery facilities during the proposed construction works. The current nursery would be moved to alternative accommodation in the locality up to the completion of the new nursery building.

Adult Community Learning Centre

3.3.16 As with the school and nursery, the existing adult education facility is in an aging building that needs modernisation. The new adult community learning centre would measure 617m² (GEA) in floor space, an increase of 542m².

3.3.17 This new centre would provide enhanced teaching facilities and enable students to study in modern classrooms and to have access to new IT facilities. The increase in space would also enable the centre to increase student numbers, which would offer more opportunities for residents within the White City Estate and the wider Borough to gain access to a range of adult education courses. The location of the replacement adult education facility in the centre of the site as part of an education hub would help contribute to the wider education offer provided in the area and promote it as a new centre for learning for all ages within the local community.

3.3.18 The re-provision of the school, nursery and adult education centre are considered acceptable and in accordance with policy 3.18 of the London Plan and policy CF1 of the Local Plan 2018, together with Core Strategy Policy CF1 and DMLP Policy DM D1.

Youth Zone

3.3.19 A new youth centre, also referred to as the 'Youth Zone' would be delivered and operated by a registered national youth charity 'OnSide'. OnSide already has a successful network of youth centres across the country and aims to set up centres in London boroughs. OnSide would provide facilities in a new purpose-built building in the centre of the site (Block 6) which incorporates an external kick pitch/ MUGA at roof level.

3.3.20 Youth Zones provide a range of facilities, serving young people and families in White City and the wider area. The use would be distributed across three floors. Indoor and outdoor sports facilities would include a 4-court indoor sports hall, gym, climbing wall, dance studio, boxing ring, recording studio and an outdoor MUGA. Training facilities would also be provided. Youth Zones offer young people “somewhere to go, something to do and someone to talk to” in their leisure time, providing affordable activities in sports, arts, cooking, music, employability, and mentoring. Career advice, help to alleviate anti-social behaviour, address obesity, and improve life change for young people are provided.

3.3.21 The Youth Zone would operate 7 days a week, from 8 am to 10 pm. Peak sessions are anticipated between 4 and 10 pm. It is intended the Youth Zone would be made available to the school free of charge during school hours/term time for regular sessions. Outside the core hours, facilities would also be made available to other organisations. The Youth Zone would be open to children between the ages 8-19 (25 for those with additional needs) and would offer alternate sessions between two different age groups: between 4 and 8 pm for 8-12 years old (Juniors) and between 4 and 10 pm for 13-19 years old (Seniors). Sessions would involve a programme of at least 20 different activities. There would be a nominal membership fee of around £5 with a 50p charge per visit. In addition, affordable hot meals would be available for typically less than £1. The youth zone would employ 50 full and part time staff and supported by other community volunteers (typically 100 active volunteers in other Youth Zones).

3.3.22 The Youth Zone would provide a safe and affordable environment and gives young people in the area opportunities to gain confidence, increase employability and improve their health and wellbeing. The proposal provides much needed community and leisure facilities in the borough and integrate the development with the existing community which is welcome. To ensure the community benefits are provided in perpetuity, it is recommended that the level of access be secured through a community use agreement to be secured in the s106 agreement. As such the provision of a Youth Zone on the site is considered acceptable and in accordance with London Plan Policy 3.16 (and draft London Plan policy S1) and policies CF1 and CF3 of the Local Plan 2018 (replacing Core Strategy Policy CF1 and DMLP Policy DM D2).

Vacant NHS Dentist and Health Centre

3.3.23 Temporary dental and health care facilities were granted planning permission in 2009 for a period of five years until the provision of a new permanent health centre in White City on Bloemfontein Road, approximately 400m west of the site. The dental practice and medical centre relocated to the Parkview Centre for Health and Wellbeing, in the spring of 2014. The temporary buildings have remained vacant ever since. Officers consider that no policy protection should be afforded to the retention of the loss of the redundant healthcare floor space, based on the temporary nature of the uses and re-provision elsewhere of the health facilities in White City. For this reason and considering the uplift in the education and youth centre floor space which would serve the local community and represent significant public benefits, the loss of the redundant healthcare floor space is acceptable in this instance, in accordance with London Plan Policy 3.16 (and draft London Plan policy S1), and policy CF1 of the Local Plan together with Core Strategy Policy CF1 and DMLP Policy DM D1.

Office use

3.3.24 London Plan Policy 4.2 supports the delivery of mixed use developments to support businesses of different types and sizes including small and medium sized

enterprises. The increase in the current stock of office space is supported where it can be appropriately demonstrated that there is sustained demand for office based activities.

3.3.25 London Plan Policy 2.7 seeks to improve the competitiveness of outer London by supporting both viable local activities and those operating within the broader sub-regional market. This includes developing the outer London office market through the delivery of mixed use redevelopments. To achieve this, strategic support is provided through the designation of opportunity areas such as White City, as set identified in London Plan Policy 2.13.

3.3.26 London Plan Policy 2.13 seeks to optimise non-residential out-put and densities and contribute to, and where possible, exceed indicative estimate's employment capacity within Opportunity Areas, such as White City.

3.3.27 Local Plan Strategic Policy WCRA aims to secure economic benefits for the wider community by providing programmes to enable local people to access new job opportunities through training, local apprenticeships, or targeted recruitment. Local Plan Strategic Policy WCRA 2 supports employment and skills training opportunities to assist residents in obtaining local jobs.

3.3.28 Local Plan Policy E1 supports new business proposals including mixed use schemes for new employment uses and seeks to support the retention and intensification of existing employment uses for businesses of all sizes. The policy states that when considering new proposals, the Council would also consider whether there would be the displacement of other priority uses, whether the scale and nature of the development is appropriate, having regard to local impact and public transport accessibility; and the impact upon small and medium business accommodation. The policies support the location of new office development over 2,500m² in the borough's Opportunity Areas such as White City. Policy E1 will replace DMLP Policy B1 and Core Strategy Strategic Policy B and borough wide policy LE1.

3.3.29 The supporting text set out at paragraph 6.68 of the Local Plan advises that many of the boroughs businesses are small to medium sized. The supporting text confirms that 62% of market demand between August 2014 and August 2015 was for business floor space between 93m² and 465m². Paragraph 6.70 advises that the Council seek to meet the growth requirements of the borough. The London Office Policy Review (2017) figure 9.8 (forecast demand for net additional office floor space) advises that an additional 272,241m² office floor space would be required to support the market demand in the Borough in the period 2016-2041.

3.3.30 The proposal would deliver 13,497m² (GEA) office floor space across 9 floors. The office building would be in the south west corner of the site, fronting South Africa Road and Dorando Close. The office use would not be commercially focused and is designed for Ark Schools and other charitable organisations. Part of the ground floor would be fitted out as an ancillary restaurant/café space, intended to serve the office workers, and be open to the public. This space would be close to the reception area, opposite the square and accessible from the street. A roof terrace is proposed for use by office occupiers and would measure 431 m².

3.3.31 The office building would form part of a proposed mixed-use education and residential led scheme which optimises the potential of the site. The office would

provide quality Grade A floor space, contribute to the local and regional economy and the creation of new jobs, all supported by both the London Plan and local Plan policies. The site has good transport links and with the creation of a new pedestrian route would be in a sustainable location for a new office development. As such the office use would be in accordance with London Plan policies, Local Plan Strategic Policies WCRA, WCRA 2 and E1 together with DMLP Policy B1 and Local Plan Policy B1 and Core Strategy Policy LE1.

Retail

3.3.32 London Plan Policies 4.2 and 4.3 support the delivery of mixed use development to support the provision, environment, and enhancement of the boroughs office stock. The provision of retail development as part of mixed use developments is also supported.

3.3.33 London Plan Policy 7.7-part C and Local Plan Policy DC3 (replacing DMLP Policy G2) encourage the creation of active frontages at ground floor level to provide a positive relationship to surrounding streets.

3.3.34 Local Plan Policy TLC1 sets out the hierarchy of town and local centres and advises that impact assessments are required for out of centre retail proposals which are in excess of 300m² (gross). The policy also states that new developments for town centre uses should be appropriately located, of an acceptable scale, and should not negatively impact on the existing hierarchy, in accordance with national and regional policy and local needs.

3.3.35 Paragraph 6.24 - new Supplementary Planning Document SPD (2018) will replace Paragraph 5.162 of the 2013 SPD and advises that within mixed use developments, office/retail/ commercial uses should be located on the ground floor.

3.3.36 A single standalone restaurant/ café is proposed on part of the ground floor of the residential building (Block 4) that bounds the new square and Dorando Close. Planning permission is sought for a Class A1 and/or A3 use, to provide flexibility for the incoming occupier to enable them to decide on the level of service that would take place. The unit would deliver a total of 163m² (GEA) Use Class A1 and/or A3 floor space.

3.3.37 The proposed provision falls below the 2,500m² floor space threshold set out in the NPPF and the 300m² threshold set out in Local Plan Policy TLC1 which triggers the requirement for a supporting retail impact assessment.

3.3.38 The new retail or restaurant/café floor space unit would be accessed from the new central Boulevard and square. The unit would serve the education, office and residential uses coming forward within the scheme as well as the surrounding residents. The site is located within Strategic Site Policy WCRA and is therefore a suitable location for a small use. Given the size of the proposed unit, it is not considered large enough for a supermarket style store and would probably provide space for a small operator. Given the permeability to be introduced to the site and access to the White City Estate, the unit would activate the site for both residents in and outside the site and office workers. The activation of the space and the relatively small provision within the overall quantum of uses is considered beneficial to the proposed layout and the regeneration area generally. As such, officers consider the scale of the use within the site to be appropriate in this instance.

3.3.39 It is considered that the proposed provision of education, commercial and community floor space would make a significant contribution to the overall mix of uses within the site, consistent with the requirements of the Local Plan policies WCRA and WCRA2 and would be in accordance with the policies regarding employment generation in the area.

3.4.0 Housing

3.4.1 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".

3.4.2 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.

3.4.3 London Plan Policies 2.13 and 3.3 state that minimum housing targets should be exceeded in the opportunity areas.

3.4.4 London Plan Policy 3.3 (Increasing Housing Supply) states that Boroughs should seek to meet and exceed the minimum housing development targets, where LBHF's minimum is 10,321 homes between 2015 – 2025. It also advises that LPAs should look to brownfield sites to meet needs through, inter alia, intensification of existing residential use and the renewal of existing residential areas, especially in areas of good public transport.

3.4.5 Local Plan Policy HO1 (Housing Supply) states the Council will work with partner organisations and landowners to exceed the proposed London Plan (2016) target of 1,031 additional dwellings a year up to 2025 and to continue to seek at least 1,031 additional dwellings a year in the period up to 2035. Most of the Council's housing targets are expected to come forward from inside the four regeneration areas. Table 2 details an indicative housing target of 3,500 additional homes in the White City Regeneration Area/Opportunity Area during the 10-year period 2015-2025. Policy HO1 replaces the indicative targets set out in Core Strategy Policy HO1 and DM Policy DM A1.

3.4.6 Local Plan Strategic Policy WCRA relates to the White City Regeneration Area, and will replace Core Strategy Strategic Policy WCOA. The strategic policy identifies an indicative housing target of 6,000 additional homes for the area. The policy classifies White City East specifically for the delivery of the new homes, in high density, mixed use developments. Despite this, the policy recognises the contribution of White City West, as set out in Local Plan Strategic Policy WCRA 2 in meeting housing objectives.

3.4.7 The proposal would increase the number of residential units from 1 to 132 and an overall uplift of 11,251m² (GEA) of residential floor space which would contribute significantly to the borough's housing target. The delivery of new housing as part of a mixed-use redevelopment of this site is considered appropriate considering London Plan Policy 3.3 and Local Plan Policies WCRA and HO1 (replacing Policy

WCOA and H2 of the Core Strategy and Policy DM A1 of the DMLP). This is subject to further consideration of the mix and tenure of the proposed residential units.

3.4.8 The proposed residential units would comprise a mix of one and two-bedroom units divided across four of the six blocks and include one studio flat in Block 3.

3.4.9 The breakdown of the residential units per block is as follows:

Unit Type	Block 1 (Affordable)	Block 2 (Affordable)	Block 3 (Affordable and PRS)	Block 4 (PRS)	Total
Studio	0	0	1	0	1
One - Bed	8	15	17	14	54
Two - Bed	16	9	24	28	77
Total	24	24	42	42	132

Affordable Housing

3.4.10 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.

3.4.11 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.

3.4.12 London Plan Policy 3.9 goes on to state that communities, mixed and “balanced by tenure and household income, would 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”.

3.4.13 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”.

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

3.4.15 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 social 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%.

3.4.16 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.

3.4.17 London Plan Policy 3.14 (Existing Housing) states that Boroughs should resist the loss of housing, including affordable housing, unless the housing is replaced at existing or higher densities with at least equivalent floor space. It goes on to promote the efficient use of the existing stock of housing by reducing the number of vacant, unfit, and unsatisfactory dwellings, including through setting and monitoring targets for bringing properties back into use. Further, boroughs should prioritise bringing back into use homes that have been empty or derelict.

3.4.18 Supporting paragraph 3.82 states that "Estate renewal should take into account the regeneration benefits to the local community, the proportion of affordable housing in the surrounding area (see Policy 3.9), and the amount of affordable housing intended to be provided elsewhere in the borough. Where redevelopment of affordable housing is proposed, it should not be permitted unless it is replaced by better quality accommodation, providing at least an equivalent floor space of affordable housing".

3.4.19 Local Plan Policy HO3 (Affordable Housing) provides 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. The policy states 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 and affordable housing should be located throughout a development and not concentrated on one part of the site. Policy HO3 will replace Core Strategy Policy H2 (Affordability) which sets a borough wide target of 40% of all additional dwellings should be affordable.

3.4.20 The Mayor of London published the Housing SPG in March 2016 which was subsequently updated in May 2016.

3.4.21 Para 5.1.13 states that as a general guide, where redevelopment of affordable housing is proposed, it should only be permitted where it is replaced by better quality accommodation, providing at least equivalent floor space of affordable housing. The Plan provides flexibility to take into account local circumstances when considering individual proposals for estate renewal in terms of:

- the regeneration benefits to the local community
- the proportion of affordable housing in the surrounding area and the need to provide mixed and balanced communities (Policy 3.9)
- the amount of affordable housing intended to be provided elsewhere in the borough.

3.4.22 Para 5.1.15 goes on to state that the objective of no net loss of provision should generally be achieved without considering areas outside the estate boundary. This can include making more effective use of underused open space or non-residential sites within the overall estate boundary.

3.4.23 The Mayor of London published the Affordable Housing and Viability Supplementary Planning Guidance in August 2017.

3.4.24 Where private residential schemes are brought forward, London Plan Policy 3.11 and Policy 3.12 states that schemes should deliver the maximum reasonable amount of affordable housing. Further guidance is provided in the Mayor's published Affordable Housing and Viability SPG, which sets out a threshold approach with a 35% minimum target and a long-term strategic aim for 50% of new homes to be affordable. The SPG also states that residential developments on public land that deliver 50% affordable housing would be considered under the fast track route provided the tenure mix of the affordable element provides a minimum of 30% social rent and 30% intermediate with the remainder to be determined by the Borough. The SPG also states that viability information would not be required for schemes on the fast track route.

3.4.25 The proposed 132 residential units would deliver 71 affordable and 61 market units which equates to a 54:46 tenure split.

3.4.26 The Mayor's SPG states that the percentage of affordable housing should be presented as a percentage of total residential provision by habitable rooms, by units, and by floor space to enable comparison. During the course of the application, the tenure mix was modified to ensure that together with the unit numbers, the percentage of habitable rooms and floor space also meet the 50% requirement. The proposal was revised with the addition of all 5 intermediate rent units in place of privated rented units in Block 3.

3.4.27 The proposed residential split between affordable and market units by floor space, unit numbers and habitable rooms is as follows.

	Market	Total Affordable
Units Proposed	61 (46%)	71 (54%)
Habitable Rooms	50%	50%
Floor space	49%	51%

3.4.28 The tenure mix exceeds the threshold set for the Mayor’s Fast Track route, delivering over 35% affordable housing and meeting the 50% threshold of development on public land, as set out in the draft London Plan and the Mayor’s Affordable Housing & Viability SPG.

3.4.29 Of the 71 affordable units, 33 (46.5%) would be for social rent and 38 (53.5%) for intermediate rent. The proposed affordable housing mix is as follows:

Unit Size	Affordable Rent	Intermediate	Total
1 bed 1 person	0	1 (3%)	1
1 bed 2 people	13 (39.4%)	27 (71%)	40
2 bed 3 people	4 (12.2%)	0	4
2 bed 4 people	16 (48.4%)	10 (26%)	26
Total	33 (100 %)	38 (100 %)	71

3.4.30 The delivery of the affordable housing provision set out in the proposal meets the Mayor’s strategic target of 50% and is supported by officers at the GLA, subject to the implementation of an early review mechanism. The applicant has agreed to this approach and this would be secured by the s106 agreement.

3.4.31 Social rented units would be provided at London Affordable Rents as set out by the GLA viability SPG. Service charges would also be capped. The Intermediate units would be available to households on incomes below the £60,000 cap as set out in Policy H7 of the draft London Plan and Mayor’s Affordable Housing & Viability SPG. Rents would be capped at 70% of market rent and broadly accord with London Living Rent levels and therefore considered genuinely affordable. Similarly, a cap would be included on service charges. This approach is supported by the GLA subject to build to rent provisions, including minimum 15-year covenant and clawback mechanism being secured by the s106 agreement. The applicant has agreed to this obligation.

3.4.32 Overall it is considered that there is an even distribution between the private and affordable provision. The mix and tenure proposed has been determined to meet the local housing needs. Officers consider the proposal would positively contribute to the affordable housing targets in the borough in line with both London and local plan policies and would provide a mixed and balanced community on the site, in accordance with London Plan policies 3.9 and 3.11, Draft Local Plan policy HO3 (to replace Core Strategy policy H2).

3.5.0 New Residential Standards

Housing Mix

3.5.1 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.

3.5.2 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.

3.5.3 Local Plan Policy HO5 (Housing Mix) states “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.” The policy recommends a mix of residential accommodation subject to viability, locational characteristics and site constraints and would therefore be considered on a site by site basis but should aim for 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 with a mix of unit sizes including larger family accommodation for market housing. The policy identifies a similar breakdown of housing mix for each tenure in DMLP Policy DM A3 and in accordance with Core Strategy Borough Wide Strategic Policy H4 (Meeting Housing Needs).

3.5.4 The proposed development would provide a residential mix of one and two-bedroom apartments as follows:

Unit Size	Market	Affordable Rent	Intermediate	Total
1 bed 1 person	0	0	1	1
1 bed 2 people	14	13	27	54
2 bed 3 people	3	4	0	7
2 bed 4 people	44	16	10	70
Total	61	33	38	132

3.5.5 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 on the White City Estate already shows a high proportion of 3+-bedroom units (38%). While no family sized housing (three or more bedrooms) is provided, the scheme would provide a mix of housing unit sizes, with 70 two-bedroom units (53%) designed to accommodate four people. As such, it is considered that the proposals would deliver a suitable housing mix which meets the evidenced demand and the need to deliver a higher proportion of one and two bedroomed properties.

3.5.6 The proposed development would deliver a mix of market, social and intermediate rent housing 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.

3.5.7 It is considered that the proposed housing mix would therefore be in accordance with local housing policies in the Local Plan along with the London Plan policies which permit new housing to meet local needs in accordance with the relevant planning policies.

Housing Density

3.5.8 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.

3.5.9 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 of the London Plan.

3.5.10 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.

3.5.11 Policy HO4 in the 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 H4 in the Local Plan will replace Core Strategy Policy H3 and Policy DM A2 of the DMLP. In this context, high density housing with limited car parking may be appropriate in locations with high levels of public transport accessibility.

3.5.12 Strategy Site Policy WCRA 2 states that low and medium rise housing should predominate within the White City West area and that development must help provide a permeable street pattern and be well integrated into the area.

3.5.13 Due to the current arrangement with no public access through the site, the eastern section has a good Public Transport Accessibility Level (PTAL) of 5, whilst the western side has a much lower PTAL of 1b. The completion of the proposed new central Boulevard would allow pedestrian access through the middle of the site and connect the White City Estate with the wider area. This would increase the PTAL to 5 across the whole site.

3.5.14 The site falls within an 'urban setting' and using the Transport for London's methodology, this would indicate a guideline density range of 70-260 units/Ha. (200-700 HR/Ha.) for a site with a PTAL rating of 5, as set out in table 3.2 of the London Plan.

3.5.15 The proposed development would have a density of around 264 units per hectare and 680 habitable rooms per hectare. Whilst the proposal is marginally above the guideline density range set for units, the matrix should not be applied mechanistically where a scheme shows exemplary design and layout. The development makes optimal use of the site, delivers 50% affordable housing and a range of education, leisure and community uses. The density is considered appropriate for the site, given accessibility to public transport, its location within the White City Regeneration Area and is of a similar level to the existing mansion blocks on the estate and in line with the emerging scale and character of the area. In conclusion, officers

consider the proposed density would not result in an excessive built setting, 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, in accordance with London Plan policy 3.4 and Local Plan policy HO4.

Housing Quality

3.5.16 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 Mayors Housing SPG (2016) sets out the Mayor's Housing Standards, incorporating the latest national technical standards. Standard 29 states that developments should minimise the number of single aspect dwellings on north facing elevations.

3.5.17 Policies HO4 and HO11 in the Local Plan will replace Policy H3 within the Core Strategy and Policy DM A2 of DMLP. Combined the two policies expect the design and quality of all new housing to respect the local setting and context, take account of the amenity of neighbours, provide a high quality residential environment, be energy efficient, meet satisfactory internal and external space standards, provide a good range of housing types and sizes and to respect the principles of good neighbourliness.

3.5.18 SPD (2018) Key Principle HS2 requires internal space standards for new residential development to adhere to the London Plan standards. The policy also adds that 'north facing (i.e. where the orientation is less than 50 degrees either side of north should be avoided wherever possible' and will replace SPD (2013) Housing Policy 8 (iv).

3.5.19 The proposed 132 units would all meet or exceed the size standards required by the London Plan.

	London Plan min standard (GIA)	Proposed	Proposed
Unit Size	M2	M2	Nos. of Units
1 bed 1 person	39	43	1 (0.8%)
1 bed 2 people	50	50	47 (35.6%)
1 bed 2 people (WA)	50	57	7 (5.3%)
2 bed 3 people	61	61	1 (0.8%)
2 bed 3 people (WA)	61	77	6 (4.5%)
2 bed 4 people (affordable)	70	70	26 (19.7%)
2 bed 4 people	70	74	44 (33.3%)
Total	n/a	n/a	132

3.5.20 All the residential units are efficiently designed and have a good level of outlook for future residents. Dual aspect units have been designed where possible as part of the overall mix and comprise 57 out of 132 units (43%). Most of the single aspect

dwellings face onto the east, south or west elevations. In total 6 (4.5%) of the properties would have a north facing single aspect. Officers consider this acceptable, given the constraints of accommodating the mix of uses on the site and the overall high standard of residential quality. The residential layouts would ensure that there would no more than 7 units per core and floor to ceiling heights are designed to 2.5m height, complying with the London Plan. The residential layouts have also been accessed in terms of daylight and sunlight levels which are summarised in paragraph 3.10.20 below. Overall, officers are satisfied that the proposal would provide an acceptable standard of accommodation for its residents.

Amenity Space and Play Space

3.5.21 Policy 3.6 of the London Plan states that adequate play space for children of all ages is required of at least 10m² per child. 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.

3.5.22 Local Plan Policy HO4 in conjunction with Policy HO11 states that ground level family housing should have access to private gardens/amenity space and family housing on upper floors should have access to a balcony and/or terrace, subject to acceptable amenity and design considerations, or to shared amenity space and to children's play space. The policy will replace Core Strategy Policy H3 and DMLP Policy DM A2. Paragraph 6.37 promotes shared amenity space in large residential developments.

3.5.23 Local Plan Policy DC1 (replacing Core Strategy Policy BE1) seeks good quality public realm and landscaping.

3.5.24 Local Plan Policy OS2 (replacing Core Strategy Policy OS1) seeks to ensure the provision of quality accessible and inclusive open space and children's play space. Policy OS3 (replacing DMLP Policy E2) states that in new residential development that provides family accommodation, accessible and inclusive, safe, and secure communal play space will be required on site, cater for different needs of all children and scale of provision will be in proportion to the scale and nature of the development.

3.5.25 Additional advice is set out in SPD (2018) Key Principle HS1 will replace SPD Housing Policy 1 and 3. States all new dwellings should have access to an area of amenity space, appropriate to the type of housing being provided and that new family dwellings are expected to have access to amenity or garden of no less than 36m². The SPD states that private open space for family dwellings on the upper floors of a development may be provided via a balcony or terrace within the building curtilage and specifies that they should have a depth and width of no less than 1,500mm.

3.5.26 Each of the 132 residential units would have access to a private balcony. The balconies have been designed to be usable outdoor spaces and range between 4.8 and 22.7 m², in accordance with the size of the flat and a minimum depth of 1500 mm. The proposal would provide over 900m² private amenity space. The private amenity space provision exceeds minimum size guidelines.

3.5.27 Due to the footprint of the proposed buildings and requirements to accommodate the educational, commercial, and residential uses on the site, the opportunities for delivering suitable ground floor amenity or play space on-site are limited. In total, 370 m² of private communal amenity space would be provided at podium level, shared between the residential occupiers in Block 3 and 4. Roof terrace amenity space are proposed on both of the education blocks and on the third, fourth, sixth, eighth and ninth floor of the office building.

3.5.28 Based on the GLA' s SPG, the proposed development would result in an estimated child yield of 29 children as set out below:

Age Group	Number of Children
Under 5s	20
5-11	6
12+	3
Total	29

3.5.29 The scheme triggers a requirement for 290m² of play space to serve the children aged 0-17 years old. It is estimated 20 children are under 5s. The proposal would provide a multi-functional play space of 209m² within the communal residential garden at podium level that is aimed principally, but not exclusively, at 0-5-year-old children. The space would be easily accessible and designed with sensory planting and landscaping features to encourage exploration and play. As such, the scheme would meet the required provision for the under 5's in accordance with London Plan Policy 3.6 the GLA' s SPG and Local Plan Policy OS2.

3.5.30 There would be no on-site provision for older children but the proposed Youth Zone on the site would provide an array of facilities for children aged 8 and over and significant public benefits in terms of new sporting, learning and mentoring opportunities. Furthermore, the site is within walking distance of a number of public parks and open spaces providing a range of opportunities for older children which include:

- White City Adventure playground;
- Wormwood Scrubs Park;
- Little Wormwood scrubs recreation ground;
- Wormholt Park;
- Brentwood Open Space; and
- Hammersmith Park.

3.5.31 Officers are satisfied the development would meet this demand by provision of a variety of different play environments and overall the provisions provided in the proposed development in terms of the quality of accommodation and amenity space would provide a high-quality environment for future occupants and be in compliance with Policies 3.5 and 3.8 of the London Plan and Local Plan policies HO4, DC1, OS1 and OS2.

3.6.0 Accessibility/Fire Safety/Secure by Design

3.6.1 Policy 3.8 of the London Plan relates to housing choice and sets out a requirement that 90% of new housing should meet Building Regulation requirement M4

(2) 'accessible and adaptable dwellings' and 10% of new housing should meet 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. Policy 7.2 of the London Plan requires all new development to achieve the highest standards of accessible and inclusive design.

3.6.2 Policy HO6 of the Local Plan seeks to secure high quality accessible homes in all developments, requiring 90% of new housing to meet Building Regulations requirement M4(2), 10% of new housing to meet Building Regulations requirement M4(3), and the provision of accessible width parking spaces for blue badge holders. Policy HO6 will replace Policies DM A4 and DM G1 of the DMLP. Policy DC1 of the Local Plan states development should provide accessible and inclusive design and is also therefore applicable.

3.6.3 Key Principles DA1 to DA6 in the SPD (2018) require new development to be designed to be accessible and inclusive to all who may use or visit the proposed buildings and will replace SPD (2013) Design Policies 1 and 2.

3.6.4 The Hammersmith and Fulham Disability Forum have reviewed the application and in response the applicant has submitted an Access Statement addendum. In summary, the proposal provides an opportunity for disabled residents to have access to housing in the borough. In line with the London Plan and local plan policy, 90% of the residential units have been designed to meet building regulation M4(2). In addition, the remaining thirteen (10%) of the residential units proposed are designed as wheelchair accessible units to meet M4(3) (b) standards. This would be secured by condition and provision of accessible wheelchair units by way of the S106 agreement. The wheelchair accessible units would be distributed in two blocks, and consist of 8 nos. flats in Block 1 and 5 nos. in Block 3 and comprise a mix of 7 x 1 bed/2P units and 6 x 2 bed/3P units. The wheelchair residential units would be located on different levels, served by two lifts.

3.6.5 13 "Blue Badge" car parking bays (one for each of the wheelchair user dwellings) would be provided in the car park to the rear of Blocks 3 and 4. Additional on street disabled car parking provision would also be made available on Australia Road through the rationalisation of School Keep Clear markings. Officers consider this acceptable in accordance with the current London Plan standards. In total, 5% accessible cycle parking would be provided for residents and includes 3 mobility scooter storage spaces and charging points, in secured locations within the ground floor cycle parking facility. In responses to the Disability Forum, an access addendum summarises that it is not possible to relocate the parking closer to the residential core of Block 1, given the constraints of accommodation and the range of different uses on the site. Mitigation measures are however provided and include the provision of additional seating in the Boulevard, secure mobility scooters parking in the ground floor of Block 3 and accessible on street parking bays in Australia Road close to Block 1.

3.6.6 The proposed school, nursery and Youth Zone buildings would have accessible hygiene rooms changing rooms, WCs, and showers. In total, there would be five accessible toilets on the site to be used by pupils, staff, and visitors. The proposal would provide accessible workstations and desk as part of the proposed works. All entrances and doors would be DDA compliant and the main entrances would have power assisted doors. Security access / communication systems would be clearly

visible and located at convenient heights for wheelchair and non-wheelchair visitors and users. Externally all the entrances for students, staff and visitors would be step-free.

3.6.7 All the buildings would have lift access as follows:

Office:

4 x 17-person DDA passenger lifts [One lift combined to allow goods. A further passenger lift combined with firefighting requirements].

School:

1 x 10-person DDA passenger lift.

Nursery:

1 x 10-person DDA passenger lift.

Residential:

Block 1: 2 x 13-person DDA passenger lifts.

Block 2: 1 x 13-person DDA passenger lift.

Block 3 & 4: 1 x 13 person and 1 x 8-person DDA passenger lifts.

Youth Centre:

1 x 10-person DDA passenger lift.

3.6.8 Residents, staff and visitors would have step-free access and all areas would be accessible for all. All facilities, routes and internal circulation spaces have been designed to be inclusive, including width of doors, corridors, lift size dimensions and sanitary provision. Level access from surrounding streets would be provided to the central Boulevard and square. The pedestrianised route would be free of vehicle traffic yet allow cyclists and is designed to accommodate wheelchair access. Vehicle access would only be permitted for emergency purposes or maintenance to be agreed by the Site Wide Management Company and include provision of bollards and signage. Level access is provided to all parts of the building entrances including lifts, cores, balconies, and terraces and to the residential disabled parking provision. A condition would require effective maintenance of the lifts and would be managed by the Site Wide Management Company.

3.6.9 An Inclusive Accessibility Management Plan as required by the Disability Forum is secured by condition. This is considered reasonable and necessary to secure appropriate accessibility as the design element evolves. Officers consider these provisions satisfy the requirements of the above policies and the proposal is acceptable in accessibility terms, in accordance with policies 3.8 and 7.2 of the London Plan, Local Plan policy HO6 together with SPD Key Principles.

Fire Safety

3.6.10 Fire appliance access would be available from both sides of the Boulevard and to hydrant connections. A fire control room would be located on the ground floor of the office with access from the southern boundary. 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. Emergency and Fire access matters would however be included as part of a wider Site Management Plan and Inclusive Accessibility Management Plan to be secured by condition. An informative requiring the submission of a fire statement, produced by a third party suitable qualified assessor is attached is attached to the recommendation.

Secure by Design

3.6.11 Policy 7.3 of the London Plan advises that new development should seek to create safe, secure, and appropriately accessible environments.

3.6.12 Policy DC2 (i) of the Local Plan advises that all proposals must be designed to respect the principles of Secured by Design whilst a safe and secure environment should be designed under Policy HO11. This replaces text in Core Strategy Policy BE1, DMLP Policy DM A9 and Policy DM G1.

3.6.13 Secured by Design principles in terms of site security and crime prevention measures would form an intrinsic part of the design and management of the development, to reduce the opportunity or fear of crime. The ground level layout would provide clear sightlines and an open pedestrianised route activated by the different proposed land uses. Passive surveillance would be complemented by an extensive lighting scheme designed to ensure all open spaces, routes, and entrances are well lit. All entrances would have secure access control with separate residential entrances from the educational uses. The education facilities would have restricted entry protocols in place and supervision in the playground or outside spaces. A site security management service is proposed as part of the wider management plan. Electronic surveillance would be provided with security cameras and CCTV, designed to monitor all areas of public and common parts of each building, including entrances and service yard with the potential to be linked into wider security systems.

3.6.14 The crime prevention officer was consulted and no representation was received. The development would need to be designed to Secured by Design requirements and therefore, a condition is attached requiring final details of the measures to be confirmed, submitted for approval, and implemented.

3.7.0 Design, Heritage, and Townscape

3.7.1 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'.

3.7.2 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.

3.7.3 Paragraph 132 of the NPPF states that:

'When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation. The more important the asset, the greater the weight should be. Significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting. As heritage assets are irreplaceable, any harm or loss should require clear and convincing justification. Substantial harm to or loss of a grade II listed building, park or garden should be exceptional. Substantial harm to or loss of designated heritage assets of the highest significance, notably scheduled monuments, protected wreck sites, battlefields, grade I and II* listed buildings, grade I and II* registered parks and gardens, and World Heritage Sites, should be wholly exceptional.'

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

3.7.5 It is key to the assessment of this application that the decision-making process is based on the understanding of specific duties in relation to the listed buildings and 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 together with the requirements set out in the NPPF.

3.7.6 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. '

3.7.7 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.

3.7.8 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.

3.7.9 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.'

3.7.10 London Plan Policy 7.5 promotes public realm and requires the provision of high quality public realm that is comprehensible at a human scale.

3.7.11 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".

3.7.12 London Plan Policy 7.8 requires that development respects affected heritage assets by being sympathetic to their form, scale, materials, and architectural detail.

3.7.13 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.

3.7.14 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.

3.7.15 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.

3.7.16 Policies DC1, DC2 and DC3 will in effect replace Policy BE1 of the Core Strategy and policies DM G1 and DM G7 of the DMLP.

3.7.17 Local Plan Policy Strategic Policy WCRA (White City Regeneration Area) differs from the adopted Core Strategy Policy WROA. Policy WCRA states proposal for development should improve connections to existing communities and ensure development extends and integrates with the urban grain whilst recognising the substantial scope to create a new sense of place and range of densities.

Assessment - Height and Massing

3.7.18 The scheme has been designed as a campus style development that combines a variety of buildings with different uses under a unified design concept. The design approach includes horizontally layered building elements and a limited palette of materials and colour tones that, when applied using a variety of combinations, would harmonise with the architecture of White City Estate. The design concept provides a transition to the larger scale and commercial character of the White City regeneration area while creating the development's own identity that would reflect its unique, mixed character.

3.7.19 A new boulevard that would open into a square at its eastern end would form the public centrepiece of the development, providing a new west-east route through the site lined by a continuous, activated ground floor plane with 6 building blocks above. This plinth would have a consistent treatment with brick cladding and entrances articulated by chamfered sections which cut away from the linearity of the boulevard and are visually emphasised by ceramic cladding of a contrasting colour.

3.7.20 The massing has been developed as a response to its context and increases from five storeys, inserted into Australia Road, to eight and overall ten storeys on the south-eastern boundary, opposite the proposed 'Gateway' development at the junction of Dorando Close and South Africa Road. The stepping of the scheme would moderate between the residential blocks of White City Estate and the approved Gateway scheme that would step up from 4 storeys via 12 storeys to 23 storeys.

Detailed design

Block 1

3.7.21 The proposed mixed school and residential building on the south-western part of the site would be L-shaped in plan, addressing Australia Road with its main massing, and the proposed boulevard with a 3-storey structure for school facilities and a screened terrace above. The school and residential floors would be strongly expressed and distinguished in the horizontally arranged cladding, using brickwork for the residential floors and glass-reinforced concrete (GRC) for the first floor and boulevard facing school elevations. The brick elevations would feature full height glazing, inset balconies, white pre-cast concrete banding and distinct bronze polyester powder coated (PPC) aluminium cladding panels and balustrades. The GRC cladding would be enlivened by a series of fins, recessed and flush panels within which a variety of openings would be incorporated. Both school and residential elevations would be visually unified by an overall irregular pattern of vertical slots for the openings with matching window frames and a related palette of metal screening elements. The top floor would recess to reflect the reduced volume of the neighbouring residential blocks at roof level and provide residential terraces.

3.7.22 The Australia Road ground level frontage, clad in rusticated brickwork to match the plinth treatment throughout the site, would be set back into the plan to provide an external, green buffer zone between the footway and the fenestration and entrances to the building. The rear facades of the building are of matching design but with larger feature openings for school elevations that would face the school playground.

Block 2

3.7.23 The proposed mixed nursery and residential building on the north-western part of the site would be L-shaped in plan and with its main elevation facing Australia Road. Its massing and elevational design match that of Block 1, except for the GRC clad elements as the first-floor nursery use would not extend to the Australia Road frontage and therefore only be distinguished in the rear elevations with larger openings at ground and first floor terrace levels. The boulevard elevation would be activated by the chamfer and contrasting ceramic tiling to the nursery entrance and a decorative metal mesh screen that would allow glimpses into the nursery playground.

Blocks 3 and 4

3.7.24 The residential blocks would rise above the continuous podium with articulated entrances to the apartments and the door to the bicycle store and plant rooms. The podium would accommodate the adult education element of the development and provide activation to the boulevard through large scale fenestration and the equally articulated entrance to the education facility. At the corner of Dorando Close and the new square, the podium would provide a large area for café/restaurant use to enliven the square and mark the link between the new route through the site and the route through White City Gateway on the opposite side of Dorando Close.

3.7.25 The residential elevations would match the materials and features of the residential elevations in Australia Road, with 6 residential floors in Block 3 and 7 residential floors in Block 4. Above the podium, the blocks would be divided by a roof terrace that would provide external community space for both blocks as well as ease the density of the massing and allow for longer views from the neighbouring block to the north and sunlight filtering through from southern direction.

3.7.26 The blocks would enclose an open area at ground level on the northern site boundary that would be used as parking mews. This area would be overlooked from a significant number of new apartments and existing apartments on the neighbouring estate. The proposal therefore includes soft landscaping and high-quality paving to improve the appearance.

Block 5

3.7.27 The proposed office block would be located on the south-eastern part of the site, at the corner of South Africa Road and Dorando Close. With overall ten storeys including the main shoulder height to nine storeys and a recessed roof top floor, it would be the tallest building on site. Its appearance would be distinguished from the other blocks by its cubic form and consistent grid of brick piers between large openings and concrete string courses that would only be relieved by irregular, inset strip balconies. These would appear like incisions into the building envelope and visually break up the cubic massing. The openings are further refined by bronze PPC aluminium louvered panels to one side of the opening, and, in addition, the top of the building would be subtly emphasized by bronze PPC aluminium spandrels replacing the white concrete banding between the two top floors. The horizontality created by the incisions and the white concrete banding as well as the use of brick establish the close relationship of the building to the site and White City Estate while introducing a larger scale and openness in the elevations that relate to the commercial neighbourhood to the east of the site. The recessed top floor would contain a plant room and an internal amenity area linked to an external terrace. It would be designed with a matching horizontality and using matching features and high-quality materials and finishes such as brickwork and bronze PPC aluminium panels to integrate into the overall envelope of the building in long views while reducing the perceived massing of the cubic form by deep recesses in all elevations so that the top floor would not be visible in close views.

3.7.28 The two-storey base of the building would be emphasized by increased glazing proportions and an incision-like entrance recess to maximise the activation of the ground floor elevations and the relationship to the square and Dorando Close. The entrance to the service yard is proposed in South Africa Road in order to concentrate active frontages along the boulevard, the square and Dorando Close. However, a high quality architectural design for the service entrance doors will be requested by

condition, and the South Africa Road pedestrian environment would be improved by high quality hard and soft landscaping.

Block 6

3.7.29 The proposed building for the youth zone would be located on the south-eastern boundary of the site, its frontage forming the western edge of the square and southern edge of the boulevard. The applicants' intent is that the community facility should be designed as a local landmark with welcoming, functional, and inspirational character. Therefore, the building has been positioned to be prominent in the view from Dorando Close and, due to its relatively low height of three storeys, the cladding is designed to provide visual weight and interest to distinguish the facade from the others while using materials and cladding types from the common palette of the scheme. The proposed combination of features consists of a cladding system with fins, recessed, flush and metal mesh panels of bronze PPC aluminium and with irregular window openings, including a large feature window facing the square. The ground floor cladding would match that of the other plinth elevations with brickwork and ceramics cladding to unify the square and identify the entrance.

3.7.30 The rear of the building would be built against the eastern boundary of the school playground and the south-eastern site boundary. The south-eastern elevation would have minimal openings due to the internal sports hall use. This elevation would continue the relatively inactive south-eastern elevation of the office block and there is concern about the overall effect on the quality of the street space in South Africa Road. However, the concentration of activity within the new high quality and safe west-east route is a priority while the introduction of a wider landscaped strip along South Africa Road would re-provide a strong green edge to the site that would contribute to existing biodiversity corridors across the estate and in the future, could link into a wider SuDs system in White City.

3.7.31 Across the whole site, brickwork would be the main cladding material. It is proposed to assess a range of brickwork tones and shades as well as mortar colours and joint types that would respond to the diversity of the surrounding context as part of the detailed design development. Overall, the use of brickwork with contrasting punched window openings and string courses as well as the expressed horizontal layering of the residential blocks are designed to create a close relationship to the architectural character of the White City Estate.

Landscaping

3.7.32 A strong focus of the scheme is the replacement of the existing trees and landscaping to retain the generally green character of White City that is a prominent townscape characteristic in views from its edges. The replacement of the existing trees and landscaping that currently concentrate on the south-eastern part of the site, and the redevelopment provide the opportunity to spread urban greening across the site to link into existing green corridors in White City. This would have a number of public and environmental benefits, e.g. regarding amenity, connectivity, biodiversity, cooling, and air quality.

3.7.33 The landscaping strategy relates to the ground level as well as to the roofscape. At ground level, the strategy focusses on knitting together the existing green lattice which characterises White City Estate. Recent SUDS installations that include trees and other significant street greening as well as informal play areas in Australia Road would be continued along Australia Road, South Africa Road and through the

boulevard which would feature pocket spaces with trees, rain gardens and seating. The public square would open up at the eastern end of the boulevard where the activated frontages and entrances to the new facilities concentrate and space for tables and chairs would be provided. It would feature trees and communal seating areas as well as directional lighting and would be a visual focal point of the development.

3.7.34 The landscape elements – layout, planting, furniture, and materials – are designed to integrate with the architecture, providing a natural, robust, and visual attractive public realm. These include Dutch brick style paving interspersed with pale concrete banding as reference to existing brick paving and white banding used in White City Estate, as well as linear rain gardens with monolithic, concrete benches, timber decking and green brick paving inserts. In Australia Road, the recessed ground floor building line would allow for a green buffer zone between the school and nursery uses and the public realm while continuing the green boundary treatments in White City Estate.

3.7.35 The parking mews on the northern site boundary would be accessed via a Dutch brick paved surface to achieve texture and warmth and would include permeable green brick parking bays and interspersed planting along the northern boundary to improve the outlook for the apartments that face the parking area.

3.7.36 The nursery garden and the school playground would be landscaped to suit the needs of the children, incorporating soft landscaping and trees.

3.7.37 Most roofs would have extensive or intensive green roof installations, the latter combined with hard landscaping as amenity spaces for residents, office workers and for the school and nursery. These accessible roofs would be screened around the edges, and planting arranged to create areas of reduced overlooking. In addition, PV panels would be installed on the brown roofs of the four residential blocks. A couple of green roofs with wildflower planting would contribute to biodiversity and visual variety. The roof planting would significantly soften the mass of development on site and create stepping stones of urban greening in the townscape in continuation of the existing linear greening and the pockets of parks in the surrounding area.

3.7.38 Details of an urban greening strategy, to include further potentials for green roofs, the landscaping design and all materials and furniture, will be secured by condition to ensure that design and environmental objectives are achieved and buildings and hard landscaping will harmonise. The overall scheme is considered to be appropriately designed to provide texture, warmth, robustness, and sufficient soft landscaping to benefit the mix of building occupants and local community while distinguishing itself from the corporate neighbours to the east.

Design Review Panel (DRP)

3.7.39 As summarised in paragraph 2.14 above, the panel overall was very positive about the mixed concept of the scheme and the introduction of the west-east route through the site along with the potential public and environmental benefits the scheme would provide. The panel however identified several detailed urban design issues to be addressed relating to:

- The impact of the need to provide emergency vehicle access and underground services on the quality of the landscaping design and tree planting within the boulevard.

- The need to demonstrate the ecological benefits of the site.
- The prominence of the office block due to its large scale.
- The balance between expressing different functions in the façade treatment while better integrating the variations into the architectural composition of the building.
- The appearance of the parking mews.
- The need to develop a design strategy for screening where different uses come together.
- The need to develop a strong and bold functional and design concept for the boulevard and square as main components of the campus.

3.7.40 The panel identified other points to be given consideration:

- Management strategy to ensure the mix of uses can operate alongside each other.
- Width of entrance to the Boulevard from Australia Road. Ensure sufficient width is provided to meet pressure from school drop-off/pick-up times. Suggest a generous raised table be provided at this entrance.
- Overshadowing of the new square and need to ensure that it achieves the desired function.
- Quantum of amenity space and play space strategy; overlooking and privacy issues arising from the communal play space and relationship with adjoining flats.

3.7.41 The applicants have further developed the scheme with those comments in mind. The landscaping concept was strengthened and is considered to address design, quality and ecology issues as discussed above. Further details of a design strategy for screening have been provided and include principles and options for screening that are considered to form an appropriate basis for unified, functional, and visually attractive screening measures. The final details will be secured by condition. The non-urban design issues raised by the DRP are covered in the amenity and highways sections of the report.

Townscape Views and Heritage Impacts

3.7.42 Although not designated as conservation area or as listed buildings, the White City Estate within which the site is located is of historic interest as it was built on part of the grounds of the former 1908 Franco-British Exhibition site in the uniform, modernist style of its time. Construction began in the late 1930s and was completed after the Second World War. The estate consists of five and six storey blocks of apartments in a regular grid plan. Smaller scale cottage-style housing to the north of the Westway was built in the 1920s by the London County Council.

3.7.43 The location of the Olympic Stadium to the east that was demolished in 1985 determined the eastern boundary of the site. BBC Media Village, now also called White City Place, was built on its site. The area to the south and east is of varied scale and townscape character and as part of the White City regeneration area presently undergoing considerable change in all aspects.

3.7.44 The current Ark Swift Primary School Building was constructed in the early-mid 1950s and opened as Canberra Primary School. It is of a typical 1950s design and only few alterations have been carried out since which include the installation of modern replacement windows. Although it provides an understanding of social history behind the construction of the school and how education ethos manifested itself in the architecture of schools of the time it is not considered to have significant architectural or historic relevance.

3.7.45 The site presently has a low visual impact on its surroundings, however, the green space with its large trees on the eastern part of the site contributes to the green and residential character of White City Estate and mediates between the estate and the larger scale, commercial developments to the east.

Heritage assets

3.7.46 The following designated heritage assets are in the area close to the site:

Listed Buildings

3.7.47 The BBC Television Centre, including the main circular range, excluding the spur, the original scenery block, and the former canteen, was built 1955-60 on Wood Lane and is listed at grade II.

Conservation Areas

3.7.48 Wood Lane Conservation Area was designated in March 1991. It is bounded to the south by the rail viaducts for the Hammersmith and City line, to the east by the West Cross Route, to the north by the Westway and to the west by the western edge of Hammersmith Park. Its north-western boundary runs along part of South Africa Road, which marks the site's south-eastern boundary. The conservation area covers Television Centre, Hammersmith Park, White City station, the St. James's White City Living site and the Imperial College site. The conservation area is centred around the Television Centre to protect its setting.

3.7.49 The conservation area has an incongruent character overall with areas of little architectural interest, such as the warehouses and offices to the east of Wood Lane and the site, as well as significant buildings such as the Television Centre and the White City Underground Station, the latter identified as Building of Merit. It also includes the 1970s White City Close housing scheme by Darbourne and Darke, which features two to four storey brown brick terraces, and which is considered to be of architectural interest.

3.7.50 The site is located directly adjacent to Wood Lane Conservation Area and is 180 m northwest of the Television Centre. The school on the site forms part of the White City Estate. There are no views from or to the site which include the White City Tube Station, considered to be important in the Conservation Area Character Profile. The intervening townscape largely screens the Television Centre however the rear of building is visible from the eastern part of the site. This is not considered a key view in which to appreciate the interests of the listed building. Opposite the site is the Territorial Army Centre which, whilst part of the conservation area, is not of architectural interest. White City Close is set back from the road behind mature hedges and trees which screen views to and from the site. There are views west along South Africa Road which take in White City Close with the site but this is not considered an important view within the conservation area. As part of the surrounding streetscape of the conservation area and the Television Centre the site is considered to make a neutral contribution towards the setting of both designated heritage assets.

3.7.51 Old Oak and Wormholt Conservation Area was designated in May 1980. The Conservation Area is located to the north and west of the site, approximately 250m away from the site at its closest point, and covers the Old Oak Estate, to the north of the Westway and around East Acton LU Station, and the Wormholt Estate, to the south of the Westway. The estates of cottage style semi-detached houses and terraces were built between 1912 and 1928 by the London County Council (LCC).

3.7.52 The site is located at the eastern edge of White City Estate which is bordered to the north and west by the conservation area. The regular pattern of the roads within the estate and the large 1930's apartment blocks mean that views towards the site from the conservation area are limited to a single long-distance view of the north-western corner of the site along Commonwealth Avenue, framed and partially screened by trees. Therefore, the site only forms a small part of the wider townscape and currently makes a neutral contribution towards the setting and the significance of the conservation area.

3.7.53 The submitted views assessment helps to consider the impact of the new development on the surrounding heritage assets and the wider townscape.

Townscape assessment

3.7.54 To assess the impact of the proposed development, a Townscape and Visual Impact Assessment has been provided. Officers agreed areas for assessment and detailed viewpoint locations around and within the site with the applicants, resulting in the assessment of the proposed verified views and non-verified views.

View 1 and 6

3.7.55 These views show Block 5, the commercial part of the proposed development, when approaching the site from east along South Africa Road, as it would continue the approved larger scale of buildings on the White City Gateway site. If these were not to be built, Block 5 would form a strong western edge to the open space that is currently there, responding in scale and architectural character to the Media Village development on the White City Place site. The view focusses on the striking cubic form of the block that is given further visual interest by subtle variations in the façade features and by well-proportioned incisions into the building envelope forming external terraces and the ground floor entrance area. Further away from viewpoint 6, the 10th floor would become visible which is designed with features and materials to match and integrate well with the cubic building below but which would be significantly reduced in footprint to visually reduce the massing and its impact on the residential blocks. The proposed office building would define the junction with Dorando Close that would be activated by a large proportion of glazing at ground level. The building entrance "incision" would be legible in view 1 and mark the entrance into the square. The diminishing scales of the proposed residential Block 4 and the Youth Centre Block 6 would be legible. The continuation of street trees and the installation of a green verge continuing local SuDs along South Africa Road would respond appropriately to the local character. The views would contribute to understanding the transition between the commercial character of developments along Wood Lane and the White City Estate and create links between the two.

View 2

3.7.56 Again, this view focusses on the office block when seen from a western viewing point in South Africa Road. It also is a prominent view of the rear of the Youth Centre, the striking bronze-clad design of which continues around its elevations. The Youth Centre provides a breathing space between the existing residential block and the proposed office block which would step up in scale towards the approved White City Gateway development further east. The distinction in façade treatments between buildings of different uses are clearly legible in this view. However, all elevations types would have a clarity that avoids distraction from each other.

View 3

3.7.57 The view between 2 existing residential blocks north towards the site is currently open, with glimpses of trees and low school buildings. The southern elevation of the proposed Block 2 would visually continue the linear, residential block structure northwards. It would intensify the perception of density in the estate, however, the proposed school playground on the southern boundary of the site would preserve a substantial part of openness in this view.

View 4 and C

3.7.58 These views represent typical linear views across the estate in west-east direction that are characterized by the “gable” ends of the residential blocks, street trees and green boundaries. The views terminate at the site boundary that currently does not provide a strong edge. The massing of the proposed blocks would respond to the context of the existing residential blocks and improve the legibility of the street plan by defining the site’s edge. View 4 demonstrates the continuation of the new route through the site with glimpses of the larger office block in the background while view C shows the impact of the development on the townscape of the White City Estate: despite being taller than the existing school and of clearly contemporary design, the residential elevations of the proposed scheme would be sympathetic to the horizontal character and uniformly applied contrasts of the existing façades and avoid detracting from their established character.

View 5

3.7.59 This view is directed along the south-eastern elevation of Media Village towards the proposed square on Dorando Close. Block 5 would be prominently visible similarly to view 1, however, the incision in the proposed skyline caused by the square is the focal point of the view and emphasized by the central route through White City Place that is due to be more appropriately hard and soft landscaped. Once the White City Gateway development is completed, the view of the site would be obstructed by new buildings to a large degree. Detailed considerations of the design of the entrance to the square from Dorando Close should seek to maximise the prominence of this gateway into the site, and are requested by condition.

View 7

3.7.60 This long-distance view from Bryony Road in the Old Oak & Wormholt Conservation Area is directed eastwards towards the site with the residential blocks of White City Estate in the middle ground which obstruct views of the proposed development. There are no other direct views from the conservation area towards the site and therefore the proposal would not impact on its character and appearance.

View B and D

3.7.61 These views demonstrate how the proposed residential/mixed use blocks would integrate with their close White City Estate context in Australia Road. The scale and horizontality responds appropriately to the existing residential blocks. The school and residential elevations would clearly be distinguished by the rhythm of openings and type of façade system. However, both would be unified by vertical window slots that include bronze metal frames and screens and overall are perceived as derived from the features and materials palette of the scheme. The inset balconies with bronze PPC spandrels appear as indirect response to the articulation of the projecting window bays in the existing blocks opposite. Likewise, the recessed ground floor with the green verge separating it from the footway reflect the character of the existing linear green spaces

between the street and the existing blocks while indicating activation of the school and nursery frontages and of the entrance to the new boulevard. View D shows the variety of existing neighbouring elevations within which the proposed elevational treatment would sit comfortably. Details of the brick type and the colour variations of brickwork and bronze aluminium panels have been requested by condition to ensure they harmonise with the White City Estate context.

View E

3.7.62 The proposed development would line the western side of Dorando Close and improve the definition of the street space. The residential Block 4 would appear of similar scale as the White City Estate's residential block to the north, and the step up in scale of the office block would appear moderate. While the use of brickwork with a light colour tone and the vertical window openings would relate well to the architecture of the commercial Garden House on the opposite side of the street, the just visible corner of the proposed office block with its incisions and larger window openings would signal the entrance to the propose square and boulevard. This view also demonstrates how the gap between the residential Block 3 and Block 4 above podium level reflects the White City Estate's character of openness and opportunities for longer distance vistas across the estate.

3.7.63 This is the only view that shows both the new development and the Television Centre that appears in the background to the south of South Africa Road. The intervening area and buildings act as buffer as intended by the conservation area designation. The proposed scheme is of a similar mass and scale to the surrounding streetscape and would have no visual impact on the setting of the listed building.

View G, I, and J

3.7.64 View G from the western end of the public route through White City Place that ends at Dorando Close is directed into the proposed square. It focusses on the entrance elevation of the Youth Centre (Block 6) that would be enlivened by irregular window openings that allow views into the building and by its visually interesting external appearance. The Youth Centre's bronze envelope would return into the boulevard, together with the landscaping scheme signalling the continuation of the new route through the site. The square would be framed and further activated by the prominent, largely glazed entrances to the office block and the café/restaurant use on the ground floor of the residential block.

3.7.65 View J demonstrates how the route through the site would begin to reveal views of the commercial White City Place to the east of the site. The larger scales of the residential Block 4 and of the commercial Block 5 would provide an appropriate transition to White City Place, both in scale and architectural language.

3.7.66 These views show the anticipated proportion of green landscaping within the new development, demonstrating that the proposed urban greening provided by pocket spaces and trees would have to be intensive in order to soften the townscape and provide green corridors. Details to this effect have been requested by condition.

3.7.67 Following the assessment of the views in terms of impacts on heritage assets, it is concluded that the proposal would not cause harm to the significance of the heritage assets identified.

Conclusion

3.7.68 The proposed design has been assessed against the relevant National guidance and regional and local policies.

3.7.69 The design of the proposed development is thought to be well considered and would provide several benefits in terms of urban design and townscape, urban greening, and connectivity. The use of a limited palette of high quality materials would distinguish between uses whilst maintaining an overall consistency throughout the scheme. The façade designs would be regular and ordered, with a crisp, contemporary character. Fins and balconies would provide depth and visual interest and the deep-set windows would further articulate the façades. The buildings would have distinct base that would unify the development. The arrangement of the elevations in horizontal bands would respond positively to the appearance of existing buildings in the locality without detracting from their character. A more innovative elevational design is demonstrated in the facades of the Youth Centre and the school and the way those façade treatments would be assembled and held together by consistent features to create a unified approach.

3.7.70 The proposed configuration of buildings, spaces and routes across the site is considered to knit the urban fabric of the communities of the White City Estate and the White City regeneration area together and provide well defined, overlooked street edges that improve the quality of the pedestrian environment and safety.

3.7.71 Officers have assessed the impact of the proposal on the heritage assets and consider that it is compliant with Section 66 and section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990.

3.7.72 Overall, it is considered that the proposed development would appear as part of a coherent pattern of development in the wider area while mediating between the residential and commercial areas by providing a genuinely mixed-use scheme. Officers therefore consider the proposal is in accordance with the NPPF, London Plan policies 7.1, 7.2, 7.3, 7.4, 7.5, 7.6 and 7.8, Core Strategic policy BE1, DMLP policies DM G1, DM G2, DM G6, DM G7 and Local Plan policies DC1, DC2 and DC3.

3.8.0 Loss of Open Space and Sports Provision

3.8.1 Paragraph 70 of the NPPF seeks to ensure the deliver the social, recreational, and cultural facilities and services the community needs. Paragraph 73 seeks to access to high quality open spaces and opportunities for sport and recreation which can make an important contribution to the health and well-being of communities. Paragraph 74 states that existing open space, sports and recreational buildings and land, including playing fields, should not be built on unless:

- an assessment has been undertaken which has clearly shown the open space, buildings, or land to be surplus to requirements
- the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location
- the development is for alternative sports and recreational provision, the needs for which clearly outweigh the loss.

3.8.2 London Plan Policy 7.18 relates to protecting open space. Policy 3.19 supports development proposals which increase or enhance the provision of sports and recreation facilities. The policy protects the existing provision of sports and recreation

facilities, including playing fields. The policy states that proposals that would result in the net loss of sports and recreation facilities should be resisted. The Shaping Neighbourhoods Play and Informal Recreation SPG advocates the use of MUGA's to meet the requirements for youth space within large residential areas and housing estates. The SPG states that the minimum size for a MUGA is 200m².

3.8.3 London Plan Policy 3.19 supports development proposals which increase or enhance the provision of sports and recreation facilities. The policy protects the existing provision of sports and recreation facilities, including playing fields. The policy states that proposals that would result in the net loss of sports and recreation facilities should be resisted.

3.8.4 Local Plan Policy OS1 seeks to protect, enhance, and increase the provision of parks, open spaces, and biodiversity in the borough. Policy OS2 states the loss of public or private open space would not be permitted where such land either individually or cumulatively has local importance for its open character or as a sport, leisure, or recreational facility or for its contribution to local biodiversity or visual amenity, unless it realises a qualitative gain for the local community and provides for the relocation of the open space. Policy OS3 seeks to resist proposals which result in the loss of existing children and young people's play space or result in an increased deficiency in the availability of such play space. The above policies will replace Core Strategy Policy OS1 and Policy DM E1 and E2. Local Plan Policy OS5 states the council will seek to enhance biodiversity and green infrastructure in the borough.

3.8.5 A large area of outdoor play space and hard standing surrounds the existing school and nursery buildings. At present the school has 7,276 m² of outdoor play space and the nursery has 705 m². The space includes large areas of tarmac used in the form of a playground, a MUGA, smaller recreational areas and other hard standing areas used for pathways, servicing, and car parking. Soft landscaping within the school grounds include a grassed area with a variety of mature trees on the east part of the site and additional trees and shrub planting. The nursery has two outdoor play spaces including a small enclosed garden and play space. While the existing area of outdoor space is large, most of the play space is poorly laid out and underutilised. The applicant adds that the external teaching areas and play spaces are ill defined and do not offer good play space or learning value. The current playground is inefficient and unfit for purpose due mainly to its size, exposure to south facing sun and difficult to manage and supervise. The grassed space is underused and limited to period of fair weather. The boundaries are poorly defined and comprise of a range of piecemeal interventions.

3.8.6 Within the new school, the proposal would deliver 2,285m² of external play space at grade level, and includes a 10-metre running track. An additional roof terrace measuring 875m² would deliver additional outdoor amenity space for the children. The new nursery would provide 710m² of new secure amenity space which includes 520m² of landscaped play space at grade level and 190m² of play space at roof level, specifically designed to encourage children to play and learn within a safe environment. The Youth Zone would provide 3,560m² of internal sport facilities which will be open to the school when the centre is closed to the public. Furthermore, the existing MUGA would be re-provided above the Youth Zone at roof level and would measure 630m² (691m² including store and viewing gallery). So broadly, the application would be providing a replacement MUGA facility.

3.8.7 The provision of high quality new public realm space is a key element of the proposal. The Landscaping Report and Design and Access statement set out how the public space would be created and used and would form an intrinsic part of the site layout, linking the buildings on the site with the wider area. The new public realm space would create a sense of place within the wider landscape context and would support and encourage individual activities, children's play, outdoor seating, and meeting points. A mix of hard and soft landscaped spaces would be incorporated with extensive new mature tree planting and green infrastructure.

3.8.8 The outdoor play space and landscape proposals seek to maximise the efficiency of the site and integrate all the proposed land uses with environmental improvements and create an improved public realm with pedestrian links to the wider area. Whilst the on-site building footprint increases, the location of the proposed new building has been carefully considered in order to maintain the maximum amount of external outdoor open space, facilitating secure access through the site and to limit the harm to the existing visual amenity. The proposed outdoor space is well organised and utilised more efficiently. Officers consider this results in a greater provision of useable open space in addition to the proposed indoor space designed in the new school building and Youth Centre. The external play space for both the new school and nursery use would be fully landscaped and accessible to improve the usability. The proposed landscaping plan details a variety of outdoor learning spaces to reflect a range of different but simultaneous uses: MUGA; a stimulating play area; secure play area for the resource centre. The implementation of the landscaping plan prior to the occupation of the proposed development would be secured by a condition.

3.8.9 The proposed size of the education facilities in terms of allowable pupil numbers would not change significantly. As such the outdoor provision for each education use is considered to be sufficient for the number of children proposed and provides potential benefits over the existing site. This loss of the existing open space would also be largely offset, in officers' view, by the qualitative gain experienced by the proposed land uses and the remaining outdoor space is considered sufficient to serve the site. Policy OS2 acknowledges that situations may arise when the benefits of protecting existing open spaces need to be considered against the benefits for the local community. Given the above considerations, the loss of the existing open space/sports provision is considered acceptable in this case. In view of the above the proposed development is judged to accord with the abovementioned London Plan Policies 3.19 and 7.18 and Local Plan policies OS1, OS2 and OS3.

3.9.0 Trees and Ecology

3.9.1 Section 11 of the NPPF states that when determining planning applications authorities should aim to conserve and enhance biodiversity.

3.9.2 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. London Plan Policy 7.19 'Biodiversity and Access to Nature' and Policy 7.21 'Trees and Woodland' are concerned with protecting biodiversity and trees. The policies require that if a tree is to be removed, it should be replaced following the principle of 'right tree, right place'. Local Plan Policy OS5 'Greening the Borough' will replace DMLP Policy DM E4 and 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. SPD Sustainability Policy 22 encourages the planting of additional trees.

3.9.3 There are a variety of trees on the site, notably mature trees within a small grassed area to the east of the site. A detailed tree survey of the existing trees has been undertaken as part of the application. In total, there are 27 trees on the site, with 21 classified as stand-alone trees and 6 trees forming two small groups. Trees include London Planes, Robinia and Lime. The survey includes a further 5 trees outside the site alongside the northern boundary. Most of the eastern perimeter trees are large and are well established, offering a significant contribution to the amenity of the local area, whereas trees planted elsewhere on the site are of less significance. In summary 9 are Category 'A' (trees of high quality and value); 6 Category 'B' (trees of moderate quality and value); 9 Category 'C' (of low quality and value); and 3 Category 'U' item. No trees within the site boundary are subject to a Tree Preservation Order.

3.9.4 Under Local Plan Policy OS5, the loss of trees is not normally acceptable. The policy however acknowledges new development schemes provide the opportunity for high quality landscaping schemes including new tree planting. In this case, it would be difficult to construct the proposed development without removing the existing trees. It is considered that the proposed landscaping scheme would improve the quality of the outdoor areas, and the plant species chosen would ensure they are appropriate in scale. In total 137 nos. native and non-native new trees are proposed within the site as part of the proposed landscape works. 8 no. 10+m large new trees would be planted in the square and the central Boulevard to replace the existing high-quality trees and to help anchor the development into the surrounding landscape character of the site. New trees planted on the South Africa Road frontage would also provide a green screen. Elsewhere tree sizes are designed to suit their location and purpose. The applicant has looked at the positive improvements already implemented in the borough on nearby Australia Road. The proposed soft and hard landscaping scheme incorporates many of these features into SuDs system, urban greening and informal play spaces and form part of the proposed landscape, ecology, and microclimate strategy.

3.9.5 A tree protection plan would ensure the 5 trees between Wolfe House and the north boundary are protected in accordance with the provisions of BS5837:2012 (Recommendations for Tree Work). This would be secured by condition. Overall, given the wider benefits of the development, the proposed impact on trees within the site is considered acceptable in accordance with Local Plan Policy OS5.

3.9.6 An extended Phase 1 habitat survey was carried out within the site and the surroundings. Most of the site comprises built or hardstanding areas with the semi-natural habitats. There is no evidence of bat activity. The existing value of the habitat is therefore limited to bird nesting. It is recommended that all new planting on the site use native species and the placing of bird and bat boxes on trees and buildings would improve the ecological value of the site. As such, the proposal is considered to be in accordance with the NPPF, London Plan policies 5.11 and 7.19, Core Strategy policy OS1, DMLP policies DM E1, DM E3 and DM E4 and Local Plan policy OS5.

3.10.0 Amenity Considerations

Daylight, Sunlight, and Overshadowing:

3.10.1 An impact that could arise from the proposal is whether sufficient sunlight and daylight can reach existing dwellings. The proposed development would introduce a series of buildings across the site, ranging from 5 to 9 storeys in height. The proposal would replace a site with a relatively open character comprising two-storey school buildings which is generally set back from the boundaries. It is therefore accepted that the existing buildings provide very good levels of light and outlook to the neighbouring properties.

3.10.2 Due to the proposed location of the new buildings, the amenity of the closest residential properties on the neighbouring White City Estate, to the north, south and west of the site have been taken into consideration in some detail.

3.10.3 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

3.10.4 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.

3.10.5 There are no policies specifically about daylight, sunlight, or overshadowing. Local Plan Policy HO11 sets out requirements for new development and refers to the protection of existing residential amenities, including loss of daylight, sunlight, privacy, and outlook and refers to impact generally and the principles of 'good neighbourliness' which replaces Policy DM G1 and DM G2. SPD Key Principle HS7 requires amenity of neighbouring occupiers to be protected. Paragraph 3.15 of the Planning Guidance Supplementary Planning Document also relates to protection of amenities of existing residential occupiers to ensure that they are unduly affected.

3.10.6 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 regarding sunlight, daylight, and overshadowing, in particular with reference to London Plan Policy 7.6.

3.10.7 The applicant has submitted a daylight, sunlight and overshadowing study, based on the British Research Establishment (BRE) guide 'Site Layout Planning for Daylight and Sunlight, 2011. In urban and city centre areas, the BRE guidelines should be applied flexibly and suggest considering the use of alternative targets. 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, although it states that they may also be applied to non-domestic buildings where the occupants have a reasonable expectation of daylight.

3.10.8 The study submitted with the planning application is based on various numerical tests and considers the potential impact of the proposed development on

closest existing neighbouring buildings in terms of daylight, sunlight, and overshadowing. In response to the observations received, the daylight, sunlight and overshadowing assessment has been revised to consider the church on to Australia Road. The assessment is for the following properties on the White City Estate:

- Wolfe House (facing the northern boundary)
- Baird House (facing the southern boundary)
- Hastings House (southern flank wall facing the northern boundary and fronting Australia Road)
- Durban House (northern flank wall facing the southern boundary and fronting Australia Road)
- Grey House (facing Australia Road)
- Lawson House (facing Australia Road) and
- St Michael and St George Church.

Daylight

3.10.9 The BRE sets out three different methods of assessing daylight to or within a room, the Vertical Sky Component (VSC) method, the plotting of the no-sky line method (NSL) 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.

3.10.10 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 would achieve a maximum level of 40%. A good level of daylight is 27%. Daylight would be adversely affected if after a development the VSC is both less than 27% and less than 80% of its former value.

3.10.11 The plotting of the no-sky line measures the distribution of daylight within a room. The no-sky line indicates the area within a room where the sky cannot be seen through the window due to the presence of an obstructing building. For residential purposes, the point at which this is measured is 0.85m above floor level. This is approximately the height of a kitchen work surface. Daylight would be adversely affected if after the development the area receiving direct daylight is less than 80% of its former value.

3.10.12 The BRE document also refers in Appendix C to other interior daylighting recommendations, in particular the British Standard for daylighting. This uses three main criteria, the Average Daylight Factor (ADF), the depth of the room and the position of the no-sky line. Even if the amount of daylight in a room (given by the average daylight factor) is sufficient, the overall experience of daylight would be impaired if its distribution is poor.

3.10.13 The ADF method measures the general illumination from sky light and considers the size and number of windows and size of room. The BRE test recommends an ADF of 5% or more if there is no supplementary lighting or 2% more if lighting is provided. There are additional minimum recommendations for dwellings of 2% for kitchens, 1.5% for living rooms and 1% for bedrooms.

3.10.14 The most appropriate approach to the assessment of the impact upon daylight to existing properties is to consider the different methods of assessing how well a room may be lit. The submitted report has assessed the impact for 245 rooms surrounding the site, using VSC, NSL and ADF. The assessment has also considered a comparative approach for the existing conditions. The site is under developed, and regard has been given to the existing low-level buildings, proximity of some of the existing surrounding residential buildings to the site boundaries and the presence of overhead balconies or walkways to many of the neighbouring properties.

3.10.15 Four assessment scenarios are presented in the study for all the neighbouring properties. Three include alternative sets of assessment presented together with the conventional assessment. This includes an assessment of the level of light that the windows would achieve if obstructed by a hypothetical 'mirror image' of the existing neighbouring buildings, set at an equal distance away on the other side of the boundary; a conventional assessment based on findings of the neighbouring properties without self-obstructing elements including balconies and walkways and lastly a mirrored profile without balconies and walkways. Based on the existing site conditions, officers consider this to be a reasonable approach. The four assessments are as follows:

- 'Existing Baseline' (current situation) v Proposed Scheme
- 'Existing Baseline' v Proposed (Mirrored Profile Assessment)
- 'Existing Baseline' v Proposed (Balconies Removed)
- 'Existing Baseline' v Proposed (Mirrored Profile Assessment and Balconies Removed)

3.10.16 The results for the conventional assessment illustrates 65.18% compliance in VSC terms, 83.44% compliance for daylight distribution (NSL) and 94.01% compliance for ADF. The largest proportion of the infringements are to Baird House. This block is located opposite the southern boundary, has a dual aspect (north and south) and most of the habitable rooms have a southerly aspect. A large proportion of the doors and windows tested on the north elevation serve communal areas or non-habitable rooms (main entrances, bathrooms, and kitchens) where there is a lower requirement for daylight. A large proportion of the windows on this elevation are affected in some form by the building layout (walkways above each floor) thus limiting the direct access of light. Similarly, some windows on the south elevation of Wolfe House and east elevation of Grey House are affected to some extent by overhanging balconies. 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.

3.10.17 The results for the mirrored profile analysis illustrates 94.46% compliance in VSC terms, 97.10% compliance for daylight distribution (NSL) and 97.72% compliance for ADF. Results for the 'without balconies' in isolation show a range with 83.88% in compliance in VSC terms, 96.43% compliance for daylight distribution and 98.01% compliance for ADF. Taking both scenarios into account together (mirrored profile and balconies/walkway removed), the scheme provides an overall improvement, with 98.21% compliance in VSC terms, 99.29% for daylight distribution and 100% compliance for ADF.

3.10.18 The church on Australia Road is not primarily a residential property and for this reason was not listed in the initial assessment. The addendum review has included

an assessment of this building. The church is set well back from the pavement and around 28m from the development site, approximately 7 metres further back than Grey House. Windows on the Australia Road elevation appear to serve a foyer or vestibule and there are windows on all three elevations of the building (Commonwealth Avenue). Officers therefore consider there is no adverse impact on the church.

3.10.19 These studies illustrate that the findings of the conventional approach are due to the underdevelopment of the existing site rather than the overdevelopment of the proposal. Overall despite some isolated daylight effects to the southern elevation of Wolfe House and Grey House, officers are satisfied that the overall quality, quantity, and distribution of light received by the neighbouring buildings will largely remain compliant with the BRE guidelines in daylight terms.

3.10.20 Within the development itself, an initial daylight adequacy analysis is set out in the assessment which demonstrates that all but a single bedroom of a two bedroom flat at first floor level within Block 3 (above the proposed adult education centre) would comply with the minimum target values set by the BRE Guidance. This represents 98.3% compliance of those rooms assessed and an even greater percentage of the overall number of habitable rooms within the development. An additional assessment has been carried out for the same room directly above on the second floor which complies with the guidelines. Overall this demonstrates a very high level of compliance with the BRE guidelines for the development.

Sunlight

3.10.21 The Annual Probable Sunlight Hours (APSH) predicts the sunlight availability during the summer and winter for the main windows of each habitable room facing 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 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. Windows facing 90 degrees of due north need not be tested as they have no expectation of sunlight.

3.10.22 In total 68 (98.6%) of the 69 rooms identified as applicable for sunlight comply with the BRE guidelines in APSH terms.

3.10.23 The sunlight analysis demonstrates that overall the amount of sunlight received by the neighbouring residential properties would remain fully BRE compliant apart from a single isolated infringement to a single ground floor room within Grey House, fronting Australia Road opposite the site.

Overshadowing

3.10.24 The BRE advises that amenity spaces such as gardens, parks and children's playgrounds should be considered for overshadowing assessment. It recommends that at least half of the amenity areas should receive at least two hours of sunlight on 21 March. The study demonstrates that 73% of all the proposed amenity within the site would receive at least two hours of sunlight on 21 March and considering the various roof levels, including the MUGA, school, nursery residential community and office roof spaces the result would increase to 92%. This is more than the 50% criteria set by the BRE guidelines. Overall, officers are satisfied that the public spaces in the centralised area of the development at ground level as well as roof levels, including the communal

play space above the podium between block 3 and 4 would not have any adverse effect in terms of overshadowing and is therefore considered acceptable.

3.10.25 In conclusion, officers consider that given the size of the proposed development, the impact of the proposals in terms of sunlight/daylight/overshadowing to existing surrounding properties would be broadly acceptable. It is certainly the case that in denser urban environments there will inevitably be some adverse impacts from a development of this scale. It is however considered that the impacts identified in this case when considering the alternative scenarios are relatively minor and acceptable. Given the pattern of existing and proposed buildings surrounding the site, the benefits of the proposal and the large degree of compliance for this urban area, the impact of the proposal upon daylight, sunlight and overshadowing is considered by officers to be acceptable. Overall there is comprehensive adherence to the BRE guideline recommendations and as such, it is considered that there would be no adverse daylight, sunlight, or overshadowing impacts of the development.

Overlooking and Privacy

3.10.26 Again policy 7.6 of the London Plan, and Local Plan Policy HO11 (replacing DMLP Policy G1) set out the same requirement for new development in respect to overlooking and privacy. Key Principle HS7 (iii) in the new SPD substituting SPD Housing Policy 8 (ii) relates to privacy and overlooking and 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.

3.10.27 Block 2 would extend up to five storeys and is located next to the north boundary and 13m from the flank elevation of Hastings House. There are no existing facing windows in this elevation. The proposed residential units in Block 2 are orientated in an east/west direction. A large number of the new opening including balconies on the Australia Road façade would face the existing church building and there would be over 22m separation distance to the nearest residential properties in Lawson or Wolfe House. The resulting distance between the new and existing facing windows exceed the minimum 18m SPD standard and will be acceptable. Block 3, is a 7-storey building on an east/west axis. The building would be substantially set back from the north boundary, behind the proposed parking area and opposite Wolfe House. There is an existing row of mature trees beyond the north boundary in front of Wolfe House which would provide additional screening. The closest part of the residential use in Block 3 is located over 30m away from the south facade of Wolfe House. As such, there would not be no adverse impact in overlooking or overshadowing.

3.10.28 Block 4 is also located alongside the north boundary and extends up to 8 storeys. The building would be on the north-east corner of the site, with the main massing facing Dorando Close or into the site. As a result, the north elevation of Block 4 is shorter and on a splayed angle. The building would be positioned beyond the easternmost flank wall of Wolfe House which largely prevents overlooking or loss of privacy. One balcony would be located on the north-west corner of this building for each floor and would be less than 18 metres from the south façade of Wolfe House. At its closest point, the separation distance would be 15m and less than the minimum SPD standard. Officers however consider the impact would in this case be reduced, as the separation distance is measured at an angle when measured from the nearest existing window. Notwithstanding the proximity of the new build to existing properties at this point, it is considered that there would be no unacceptable levels of overlooking

between the buildings given the oblique views from existing windows to warrant refusal of planning permission. For this reason, officers are satisfied existing residents would not be unduly affected by overlooking or loss of privacy. On the east boundary block 4 would face onto Dorando Close. The Royal College of Art is currently in the Garden House building and the Gateway development located opposite the site has planning permission for a commercial scheme. As a result, overlooking is not a concern along this frontage.

3.10.29 On the corner of Dorando Close and South Africa Road, the separation distance between the office building (Block 5) and the existing closest residential properties on White City Road would be over 60m. It is considered that the separation distance would be acceptable. Next to office building is the Youth Zone (Block 6). The closest existing residential block is Baird House which is set back from the public highway. However, the orientation of the proposed buildings and distances are such to prevent an increase in a sense enclosure and overlooking. As a result, there is significant distance between these residential units and those proposed in office building and the Youth Zone. Block 1 is positioned with the south facing flank elevation opposite the flank wall of Durban House. Most of the massing of Block 1 faces onto Australia Road, opposite Grey House which is set back from the street. A minimum separation distance of 19 metres would be provided across the street. Officers consider the resulting distance between the new block and facing windows exceeds the minimum 18m SPD standard and will be acceptable in this instance.

3.10.30 Within the site, new residential units in Block 1 and 2 would overlook the school and nursery amenity spaces. The relationship has been given careful consideration and included discussion with representatives of Ark Swift Primary Academy and Harmony Nursery. This arrangement is becoming common place in dense urban environments and there are many successful schemes that have delivered this. Officers have studied precedent examples and visited a high density mixed use development in Camden which includes the new Kings Cross Academy. In this case, the building form is designed to limit overlooking and reduce the sense of enclosure to the playspaces through setbacks and internal layout arrangements. Classrooms on the ground floor facing the public realm would have landscape buffer zones to offer privacy from the pavement. Children would be suitably supervised when in the playground or their outdoor spaces and the school and nursery would put extra safeguarding protocols in place to deal with this.

3.10.31 Given the details set out above, officers consider the proposal would accord with the guidance set out in paragraph 3.15 of the Planning Guidance SPD, which encourages development design to ensure that buildings are appropriately sited to avoid unacceptable losses of amenity for neighbouring residential buildings. It is considered that the proposal would not have an unacceptable adverse impact on existing or new residential amenity in terms of daylight, sunlight, outlook, or loss privacy and would thereby accord with Local Plan policy HO11 and SPD Key Principle HS7.

Noise

3.10.32 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.

3.10.33 Local Plan Policy CC4 relates to protecting and enhancing environmental quality and advises that the Council will seek to minimise the impact of noise, by

managing the development and distribution of noise sensitive development in the borough Policy CC11 seeks to ensure that development does not result in noise and disturbance to existing and future occupiers and sets out that noise (including vibration) impacts would be controlled by measures and applicants would be expected to carry out noise assessments and provide details of the noise levels on the site. This policy will replace DMLP Policies DM A9 and DM H9. SPD Key Principle NN4 will replace SPD (2013) Amenity Policy 24. Key Principle NN4 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.

3.10.34 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 proposal accords with London Plan Policy 7.15, Local Plan policy CC11 and SPD Key Principle NN4.

3.10.35 The most direct impact from the development regarding noise and disturbance would arise from use of the new building and sports facilities and associated plant / machinery. The application includes a Noise Assessment which considers the impact of the noise from new plant on nearby residential properties. It also considers potential noise break-out from the different uses in the new buildings. No objection is raised by the Council's Noise and Nuisance officers to the proposed development or land uses.

3.10.36 The hours of operation of the proposed education uses would be primarily occupied during the day as they are at present. There is no significant change in pupil capacity numbers. The Youth Zone would be open 7 days a week from 08.00 to 22.00 Monday to Friday and 09.00 to 22.00 on Sundays.

3.10.37 It is considered that with the appropriate attenuation of ducting and plant machinery as required by conditions, the proposed development would not have an unduly detrimental impact upon neighbouring residential occupiers; and that the scheme would be in accordance with London Plan and local plan policies. A Ventilation Strategy assessment has also been provided which explains how noise levels within the school and office buildings would either be naturally ventilated or have attenuated natural ventilation.

3.10.38 It is considered that the proposal would not result in a significantly different impact to the use of the existing sports facilities on this site. It is therefore considered that such use would not have an unduly detrimental impact upon the occupiers of neighbouring residential properties.

3.10.39 A Draft Site Management Plan has been provided which sets out that a Site Wide Management Company would be established to manage and maintain the different aspects of the proposed development, covering day to day management matters and future usage. The company would act on behalf of and work with the individual uses and would oversee various operational matters including: energy (including power derived from Photo Voltaic panels), metering, refuse collection, servicing and deliveries, vehicle parking, public realm cycle parking, general access arrangements including maintenance and emergency access, site security management and CCTV, hours of operation and general communication. The management of the site

would be from a central facility located in the office building. The Draft Site Management Plan is broadly acceptable and sets the framework for the key aspects of operation of the proposal. The final Site Management Plan would be secured by condition (Condition no. 68) and will set out a framework for the following key aspects of operation of the proposal.

3.10.40 During enabling and construction works, best practice measures would need to be implemented through the demolition and construction management plans to reduce noise effects associated with the works. Taking these into consideration, noise prediction levels demonstrated that noise would vary during typical periods of high construction activity, resulting in negligible to minor adverse residual effects. However, it should be noted that construction noise predictions are based on a 'worst-case' scenario where, over the course of a working day, all plant would be operational within all areas of the worksite. It is likely that the worst-case noise levels predicted would only occur for limited periods of time. Enabling and construction works were also considered to result in negligible residual effects in terms of construction vibration and noise from construction road traffic. The proposal therefore accords with Policy 7.15 of the London Plan and Local Plan policy CC4.

Lighting

3.10.41 Local Plan Policy CC10 will replace Development Management Local Plan DM H10 and seeks to ensure that development proposals include lighting that is appropriate for the intended use, is energy efficient and provides adequate protection from glare and light spill to surrounding residential properties.

3.10.42 An external lighting strategy is proposed to provide a safe movement and a comfortable, and attractive environment and to protect the amenities of surrounding residential occupiers against unnecessary light pollution/glare. The Boulevard, entrances to the buildings, communal and parking areas would be well lit to create a comfortable environment to address the conditions and personal safety. The applicant will be required to submit further details of the specification of the proposed external lighting across the scheme secured by way of a planning condition, as a commitment to meet the relevant lighting design standards. A further condition requiring internal lights be turned off for non-residential uses when not required is recommended to improve upon the current situation and mitigate against unnecessary harm to neighbouring residential occupiers.

3.10.43 The Youth Zone is reasonably well separated from existing and proposed residential properties. The external space taking the form of a 3G kick pitch/MUGA at roof level would be floodlit to maximise its use. Netting would be fixed over the top to prevent balls escaping for health and safety purposes. Fencing designed to complement the building would be visually permeable to reduce the visual impact but also to remove concerns of potential overlooking/loss of privacy. Details of the external lighting are yet to be finalised and would be required to minimise the impact on the amenity of residents. The level and type of luminaires would be conditioned to minimise light spillage. Hours of operation of the Youth Zone and the MUGA would be secured by condition.

3.10.44 Officers do not consider the level of illumination likely to be harmful or out of character. As such officers consider that the proposal accords with the requirements of Local Plan Policy CC10.

Microclimate

3.10.45 London Plan Policy 5.3 Sustainable Design and Construction states that development should meet sustainable design principles including ensuring developments are comfortable and secure for users, including avoiding the creation of adverse local climatic conditions.

3.10.46 London Plan Policy 7.6 requires that new development does not cause unacceptable harm to the amenity of surrounding land and buildings, including through microclimate impacts and Policy 7.7 requires that the area surrounding tall buildings is not detrimentally affected in terms of microclimate and wind turbulence.

3.10.47 Local Plan Policy DC3 will replace DMLP Policy DM G2 and states that any proposal involving tall buildings will need to demonstrate that it does not have a detrimental impact on the local environment in terms of microclimate, overshadowing, light spillage, and vehicle movements.

3.10.48 The applicant has submitted a qualitative assessment of the likely wind microclimate conditions in and around the proposed development. The report uses the Lawson Comfort Criteria. This tool sets out a scale for assessing the suitability of wind conditions in the urban environment based upon threshold values of wind speed and frequency of occurrence. It sets out a range of pedestrian activities from sitting through to crossing the road and for each activity defines a wind speed and frequency of occurrence. The assessment states that the wind conditions in and around the proposal within the context of the existing surrounds are generally suitable for their intended use for seating and walking. Wind conditions along the Boulevard are generally expected to be suitable for the intended leisure and thoroughfare use and with the inclusion of soft landscaping and planting of trees, the conditions are expected to improve. Similarly, ground floor amenity space to the school and nursery are generally enclosed and expected to be suitable. However, the assessment states that there are areas where windier conditions have the potential to occur in narrow gaps between buildings, including the western end of the Boulevard, around building corners and at elevated levels terraces and balconies. The assessment outlines these would have implications for pedestrian comfort.

3.10.49 In terms of mitigation measures, the assessment states that with the soft landscaping proposals in place, wind conditions would significantly improve across the site, such that most of the site is expected to be suitable, in terms of both pedestrian safety and comfort. The report recommends solid balustrades to the informal ball court, balconies, and elevated terraces, to ensure their comfortable intended use. In response to the comments raised by St. Michael and St. George Church regarding possible wind effects, the consultants have responded and indicated that conditions near the church itself are not anticipated to be adversely impacted by the proposed development and expected to remain suitable for standing. As such officers consider that the proposed development would not result in an unacceptable wind microclimate that would cause harm, discomfort or safety issues to pedestrians or the environment around the buildings. The proposal is therefore considered to comply with Policies 5.3, 7.6 and 7.7 of the London Plan, Policy DM G2 of the DMLP and Policy DC3 of the Local Plan.

3.11.0 Highways and Transport

3.11.1 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.

3.11.2 London Plan Policies 6.1, 6.3, 6.9, 6.10, 6.11, 6.12, 6.13 and 6.14 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.

3.11.3 Local Plan Policy T2 relates to transport assessments and travel plans and states “All development proposals would be assessed for their contribution to traffic generation and their impact on congestion, particularly on bus routes and on the primary route network”. 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. These policies will replace Core Strategy Policy T1 and DMLP Policies DM J1 to J5.

3.11.4 London Plan policies 5.16 and 5.17 are relevant to waste and recycling. Local Plan Policy CC7 will replace DM LP H5 and sets out the requirements for all new developments to provide suitable facilities for the management of waste. SPD (2018) Key Principles WM1, WM2, WM7 and WM11 are also applicable and will replace SPD Transport Policy 34 which seeks off-street servicing for all new developments.

3.11.5 A Transport Assessment accompanies the application. A draft Residential Travel Plan, Commercial Travel Plan, Delivery and Servicing Plan and Construction Logistics Plan have also been submitted. An addendum Transport Assessment has been prepared to provide additional information in response to comments in the GLA Stage 1 and TfL response.

3.11.6 Because of the proposed development, the Public Transport Accessibility Level (PTAL) would increase to 5 across the whole site. The PTAL level would improve with the introduction of walking accessibility through the middle of the site and as such would indicate a very good level of public transport accessibility. White City Underground Station is the closest underground/railway station, located approximately 600m from of the site. Wood Lane is located approximately 800m south west of the site. There are several bus routes/stops within proximity to the site on Wood Lane and South Africa Road. The site enjoys a good range of public transport facilities including the underground, railway, and bus services within a short walk. As such, officers consider the site is well connected to all modes of travel including public transport and enjoys good accessibility in terms of cycling.

3.11.7 Streets within the vicinity of the site including Australia and Dorando Close are in Controlled Parking Zone (CPZ) Zone O, with restrictions on Parking operations between 09.00 and 17.00 Monday to Saturday.

3.11.8 Separate pedestrian access points would be provided for all the land uses. Access to the new school and nursery would be from Australia Road, via the Boulevard. The Boulevard and the square from Dorando Close would also provide access to the office, café/restaurant, youth zone and adult education centre. Pedestrian access to the

residential units would be obtained via four communal cores, two directly off Australia Road, one off Dorando Close and one of the Boulevard.

Car Parking

3.11.9 The proposal is to be a car-free development with only limited parking provided on the site. This 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 White City Estate and surrounding streets. The s106 agreement would restrict future residents from obtaining local car parking permits except for blue badge holders. Parking spaces for 13 nos. blue badge holders would be provided in accordance with the current London Plan standards, located at ground level adjacent to the northern boundary from Dorando Close. These spaces would be secured by condition. Four minibus parking spaces shared between the school, nursery, and youth centre would also be provided. The final parking arrangements would be agreed through a Car Parking Management Plan to be secured by condition. Whilst noting the comments received, officers consider the car parking provision set out in the proposal is acceptable in this instance.

3.11.10 Two new vehicular access points would be formed. Access to the residential and minibus parking would be accessible from Dorando Close. Servicing activity related with the office land use would be undertaken on-site, via South Africa Road. Swept Paths for the proposed accesses have been submitted and considered satisfactory. A Stage 1 Road Safety Audit would be secured by condition to confirm the proposal is acceptable in highway safety terms. Emergency vehicles, including fire tender, would be able to travel down the central pedestrian Boulevard if required.

Cycle Parking

3.11.11 Cycle parking would be provided by means of 453 nos. long stay cycle parking spaces and 68 nos. short stay spaces. 209 nos. long stay cycle parking spaces would be provided for residents in an enclosed communal facility on the ground floor level of Block 3, accessible from the Boulevard. Office cycle parking is provided in the basement. The provision would meet the recommendations of the London Cycling Design Standards (LCDS). Overall, the cycle provision is in accordance with Policy 6.9 of the London Plan.

3.11.12 The GLA and TfL request the cycle provision be increased to ensure compliance with Policy T5 of the draft London Plan. To meet the new draft London Plan standards, the cycle provision would have to increase by a further 59 places (56 long stay and 3 short stay). Given the constraints of accommodating the mix of uses and level of affordable housing on the site or the potential adverse appearance to the public realm it is not possible to increase the cycle provision to this extent. The draft London Plan is currently subject to public consultation and will not be adopted until autumn 2018. Officers consider only limited weight can be given to the draft standards at this stage and the cycle parking provision set out in the proposal and in accordance with the current London Plan is acceptable in this instance.

3.11.13 Short-term cycle parking spaces would be provided across the public realm. Spaces (in the form of Sheffield type stands) would be provided in the Boulevard and square, close to the entrances of the buildings to serve the needs of both the residential and commercial occupiers. In accordance with the GLA requirements, 5% of long-stay cycle parking would be provided through accessible and enlarged spaces for use by disabled cyclists (10 spaces). This includes the provision of three secured and sheltered

mobility scooter spaces. The office cycle parking would be provided within a communal cycle store at basement level, accessed either from the pedestrian Boulevard or servicing access from South Africa Road.

3.11.14 Most of the cycle parking associated with Ark Swift Primary Academy (Block 1) and Harmony Nursery (Block 2) would be located within the respective outdoor play areas. Short-stay cycle parking for both land uses would be provided in the public realm on the pedestrian Boulevard. It is anticipated that a large proportion of cycle parking for the school and nursery would be scooter parking, to reflect current modes shares. Overall, officers consider the level of cycle parking provision to satisfy planning policy.

Trip Generation

3.11.15 The information submitted in the transport assessment and in response to TFL's comments regarding the predicted trip generation and modal split is considered satisfactory.

Office floor space

3.11.16 A total of 2,938-person trips are forecast to be generated by the office land use between 7:00 and 19:00. 14% of these (398) are anticipated to occur in the standard network morning peak hour (8:00-09:00), whilst 13% (377) are forecast to occur in the standard network evening peak hour (17:00-18:00).

3.11.17 The office floor space is forecast to generate 208 two-way vehicle trips between the hours of 07:00 and 19:00, representing a 7% mode share. 25 arrivals and six departures generated during the standard network morning peak hour, with eight arrivals and 24 departures generated during the standard network evening peak hour. It is anticipated that a large proportion of vehicular trips would be made by taxi.

3.11.18 As requested by TfL, a revised office trip generation assessment has been undertaken assuming an occupancy density of one employee per 13m², with 85% of staff present in the office on an average day and 55% travelling during standard network peak hours. The revised methodology adds an additional 144 and 165 two-way trips to be generated by all modes during the peak hours. An additional 107 public transport trips are forecast in the morning peak hours, with an additional 20 made by foot, 4 by bicycle and 11 two-way vehicle trips. In comparison, an additional 105 public transport trips are forecast in the afternoon peak hours, with an additional 38 made by foot, 4 by bicycle and 14 two-way vehicle trips.

3.11.19 Both the transport assessment and addendum highlight that the trip generation calculations do not account for the fact that the site is located within a CPZ and office staff would not be permitted to apply for on-street parking permits. In addition, with the car-free nature of the proposed development, the actual vehicular trip generation associated with the office land use is anticipated to be considerably lower than that presented above.

3.11.20 The proposal would incorporate the provision of high-quality secured and sheltered cycle parking in the basement of the office building alongside supporting facilities including showers and lockers. The proposed office would also be required to implement travel plan measures.

Residential

3.11.21 The forecast trip generation for the residential units is a total of 319 two-way total person trips between the hours of 07:00 and 19:00. It is estimated that 82% are anticipated to be made by public transport, bicycle or on foot.

3.11.22 The transport assessment sets out that a total of 60 two-way vehicle trips are forecast to be generated by the residential units, with one arrival and one departure anticipated in both standard network peak hours. It is noted that a large proportion of vehicle trips would be made from 13 disabled parking bays on-site.

3.11.23 The proposal would be car and permit-free and subject to restrictions on eligibility residents would not be able to park on-street on the local highway network near the site between 09.00 and 17.00 Monday to Saturday. As such, the proportion of residents who own a private car is anticipated to be very low.

School

3.11.24 The existing school has a small catchment area, with 90% of the existing pupils living within a 2-km radius and the majority (71%) walk to and from the school. It is estimated that an additional two pupils would travel to and from the site by car with the increase in pupil numbers of 20 (from 460 to 480). The school has an existing Travel Plan and would be required to implement travel planning measures to reduce the proportion of staff and pupils travelling to and from the site by car.

Nursery

3.11.25 The nursery would increase from 47 to 75 pupils and would be accompanied by an increase in staff of 15 from 20 to 35. As with the school, the nursery operates within a small catchment area with 89% of the parents living or working within the W12 postcode. Therefore, most parents walk and continue their journey to work using public transport.

Youth Zone

3.11.26 Modal splits have been obtained through a travel surveys undertaken at an existing OnSide youth centre in Wolverhampton. The results show that 61% are anticipated to travel to and from the youth zone via public transport, with 24% walking and 5% by car.

3.11.27 TfL has requested further evidence to demonstrate the figures provided are comparable with the proposed development. Onside (the operator) have provided additional information on the anticipated occupancy levels. Usage will vary over the course of day with an average of between 150-250 on an evening. A trip generation for the different modes of transport has been set out in the addendum for 250 trips which indicates a low vehicle mode and 24% walking and 46% taking the bus. Officers are satisfied that a robust assessment has been provided on this point.

3.11.28 In accordance with the aspirations of national, regional, and local planning policy, the proposal would allow sufficient public transport and highway accessibility to accommodate the anticipated increased trip generation. The eastern side of the site has a PTAL rating of 5. With the delivery of the central Boulevard, the PTAL of the western side would increase to the same level. The high public transport accessibility of the site allows for the maintenance of a sustainable and appropriately balanced pattern transport provision.

Delivery and Servicing

3.11.29 A draft Delivery and Servicing Plan framework has been submitted for the proposal in accordance with the Transport for London's Delivery and Service Plan Guidance. Servicing activity associated with the office use would be undertaken via an in-out arrangement from an internal loading bay on South Africa Road. Most of the servicing activity is expected to be made in Light Good Vehicles (LGV's). The servicing area would be able to hold one medium sized vehicle up to 9m in length at a time and is designed so that all vehicles enter and leave in a forward gear. It is expected that the office use would require approximately 20 delivery and servicing vehicles per day, equal to 40 two-way trips. A dedicated servicing manager is proposed to oversee the timing and collection of deliveries through a booking system as part of a site wide Delivery and Servicing Management Plan and would be conditioned.

3.11.30 Servicing related with the residential units would be carried out on-street, on either Australia or Dorando Close and transported to the 4 residential cores. Residential post boxes would be provided within each of the cores. Servicing associated with the school, nursery and adult education centre would be undertaken on street from Australia Road in line with existing arrangements. The school and adult education centre generate each between two and three servicing trips per week. This is not expected to change with the small increase in pupil numbers. At present, the nursery generates one food delivery and one refuse collection per week. This is expected to increase to two per week. Servicing for the Youth Zone is expected to be carried out on Dorando Close and based on with an average eight servicing trips, varying from food deliveries, and refuse collections.

3.11.31 Where possible, non-residential deliveries would be scheduled to avoid school drop off and pick up periods and take place outside the workday peak hours between 07.00 and 18.00. The proposed delivery and servicing strategy provides the greatest level of control of deliveries and collections for the scheme, with the aim to reduce the level of servicing activity taking place on-street, and minimises the amount of on-site space required for servicing.

Refuse

3.11.32 Refuse collection would be undertaken on street for all land use, except for the office use. This use would be undertaken within the off-street servicing area. This is in line with the existing arrangements at the school, nursery, adult education centre and for existing neighbouring residential properties. Separate bins stores based on a 50:50 split between recyclable material and general waste would be provided for each of the four residential blocks and the commercial uses. A dedicated management staff member as part of the Site Wide Management Company would transfer bins within the residential/commercial storage areas to collection points on Australia Road and Dorando Close, to ensure bin stores are not required to be pulled more than 10m. Refuse generated by the school and nursery would be stored in a shared space with the residential units in the building whereas refuse generated by the office would be stored in the basement area and transferred via a goods lift to a holding area within the servicing area on collection days. Refuse for the Youth Zone would be located within a bin store at ground floor level and bins would be moved to Dorando Close for collection and returned in the storage collection. The information submitted is satisfactory and in accordance with Local Plan Policy CC7.

Travel Plan

3.11.33 The applicant is committed to updating and implementing final Travel Plans for both the residential and the commercial uses, to discourage the use of non-car modes of travel, and ensure the sustainability of the development. The school has an existing Travel Plan and is expected to be updated to reflect the increase in school capacity and enhanced measures for sustainable travel. The School Travel Plan would continue to be STAR accredited and secured by condition. A Framework Travel Plan has been prepared for both the residential and commercial elements as part of the planning application, to outline the measures which could be put in place to achieve this. The Framework Travel Plans have been prepared in accordance with guidance issued by Transport for London in November 2013. The objectives of the Travel Plans are to ensure that the development does not impact on the safety or amenity of adjacent residents or employees of businesses near the development.

3.11.34 The provision of acceptable and adequate Travel Plans is secured through a condition. Funding for the review of the Travel Plans at years 1, 3 and 5 after occupation would be secured through the s106 agreement.

Construction Management Plan

3.11.35 The main impact of the development in highway terms would be during the demolition and construction stages. The proposed works would be done in two phases with construction and completion of the new buildings temporarily overlapping. In accordance with London Plan policy 6.14 and Local Plan Policy T7, a draft Construction Logistics Plan (CLP) has been prepared and submitted with the application. The draft CLP summarises the proposed construction phasing programme, working hours, hoardings, site office requirements, details of construction vehicles, access, and traffic routing. All vehicles would use the strategic road network and Wood Lane and South Africa Road/Dorando Close to access the site. Construction vehicle routing would aim to avoid two-way traffic on the surrounding residential streets. The contractor would appoint a Site Manager and a Construction Logistics Plan Coordinator, responsible for vehicle movements to and from the site and together with the applicant will strive to employ a good neighbour policy throughout the construction works. A condition is required for the submission of a final more detailed Demolition Logistics Plan and a Construction Logistics Plan together with demolition and construction management plans which would assess all the construction and demolition impacts on highways and potential mitigation measures. The information submitted is satisfactory and in accordance with London Plan policy 6.14 and Local Plan Policy T7.

Highway Works

3.11.36 Alterations to the public highway, in terms of alterations or removal of crossovers, realignment of pavements, removal of school markings and the provision of on street parking bays would be secured and carried out under a S278 agreement under the Highways Act. The applicant would be required to wholly fund these works and changes to the Traffic Management Order and all the works would have to be carried out by the Council's highway contractors to Street smart standards. The proposed works would involve:

- Rationalisation of zig-zag School Keep Clear markings on Australia Road, to create additional on-street disabled parking bays;
- Raised table on Dorando Close adjacent to the entrance to the boulevard;
- Raised table at the junction of Australia Road and Commonwealth Avenue adjacent to the entrance to the boulevard;

- Removal of speed hump on Australia Road (to enable the raised table);
- Formation of crossover and access points on South Africa Road and Dorando Close;
- Works to facilitate access for a fire tender at the access to the boulevard; and
- Removal of some street furniture to facilitate access points (such as guard railing on Australia Road adjacent to the boulevard entrance location).
- Reinstatement of kerbs along Australia Road, Dorando Close and South Africa Road and soft landscaping on South Africa Road.

3.11.37 Officers consider that subject to conditions relating to the submission of an updated travel plans, provision of cycle and disabled car parking, refuse and servicing delivery plans, restrictions relating to hours of use and the submission of a satisfactory demolition and construction logistics plans, the development would not detrimentally impact on the highway network and would be in accordance with London Plan policies 6.1, 6.3, 6.9, 6.10, 6.11, 6.13 and 6.14 and Local Plan policies T2, T3, T4, T5 and T7 and CC7 and Core Strategy policy T1, DM LP policies DM J1, J2, J6, H5, H8, H9, H10 and H11.

3.12.0 Environmental Considerations

Sustainability and Energy

3.12.1 As required by the NPPF, the application proposes to incorporate design features 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.

4.305 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.

3.12.2 Local Plan Policy CC2 seeks to ensure that development reduces pollution and waste, promotes recycling and conserving, biodiversity and the natural environment and ensure that developments are comfortable and secure for users and avoiding impacts from natural hazards (including flooding). Policies seek to promote sustainable design and construction measures, through the implementation of the London Plan sustainable design and construction policies and the provision of Sustainability statements for major developments. Local Plan Policy CC1 requires all major developments to implement energy conservation measures and mitigate climate change. Policies would replace CC1 and CC2 of the Core Strategy together with DMLP Policies DM H1 and DM H2.

3.12.3 SPD Key Principles SDC1 and SDC2 requires major planning applications to provide details of how use of resources would be minimised during construction and meeting sustainability statement requirements and Key Principle EN3 requires submission of a detailed energy assessment. Additional advice set out in the Key Principles EN1, EN2, EN4 and EN5 are also applicable and will replace current SPD Sustainability Policies 25 and 29.

Sustainability

3.12.4 As required, a Sustainability Statement has been submitted, as have BREEAM Pre-Assessment reports. The buildings have been designed to minimise heat losses and uncontrolled infiltration. Low and zero carbon initiatives have been provided

to meet the intents outlined within BREEAM. The BREEAM assessments show that the Adult Education, School, and Youth Zone components of the development is expected to achieve the "Very Good" rating as a minimum while the Office accommodation also achieves this, but with an aspiration to boost the rating to "Excellent". For the residential component of the scheme, the Sustainability Statement notes that the Code for Sustainable Homes has been withdrawn and it is proposed to use the Home Quality Mark (HQM), developed by the BRE as a new method of guiding the sustainability of new residential developments. There is no formal requirement to meet the HQM standard as such, but the London Plan and Local Plan policies on sustainable design and construction require high levels of performance to be achieved. The proposal is to use the HQM and its best practice standards to guide the residential unit's sustainability. This is considered acceptable and adequate to meet the requirements of Local Plan policy CC2 and London Plan policy 5.3 on sustainable design and construction.

3.12.5 Measures planned for the site include measures to reduce energy use and CO₂ emissions, reduced use of other resources such as water, make use of building materials with low environmental impacts, minimise waste and promote recycling. Conditions would secure the implementation of the sustainability measures as outlined in the Sustainability Statement and BREEAM assessments and require submission of post construction BREEAM assessments and sustainability report to confirm that the measures have been implemented across the development as required.

3.12.6 As required, an Energy Statement has been provided with the application. The guidance followed in developing the approach to generating and using energy in the new development is in line with the London Plan's Energy Hierarchy. In the absence of any ability to connect to an existing district heating network, it is proposed that a central community heating system for each building with high efficiency CHP units with low NO_x emissions is installed on the site. This would serve the base space heating and domestic water demand. A joint energy centre would be provided on site located within the basement of the office building. All the buildings would obtain their heating, water, wet fire, electrical and communication services from the energy centre. A network of underground accessible service tunnels would link each building.

3.12.7 A combined Heat and Power Unit is proposed that would act as the main source of heating and would generate low carbon electricity. High efficiency roof mounted photovoltaic panels are proposed on the four residential buildings with efficiency greater than 18%. Power derived from the PV's shall be harvested and managed on site. The CHP and installed boiler system configuration is designed for easy incorporation of any future District Heating Network connection.

3.12.8 Passive design measures have been used to optimise use of natural light and solar gain; energy efficiency measures such as improved insulation levels, energy efficient lighting, improved airtightness to reduce heat loss, use of an efficient communal heating system (Combined Heat and Power (CHP) system) and inclusion of roof mounted solar PV panels. Annual emissions of CO₂ from regulated energy use are calculated to reduce from a baseline of 560.8 tonnes for a Building Regulation compliant scheme to 342.4 tonnes, by including the proposed energy efficiency and low/zero carbon measures. This represents an improvement of 39% for the whole site which meets the minimum requirement of a 35% reduction in CO₂ emissions through use of on-site measures. This is broken down into a 37.9% reduction in emissions for the non-residential uses and 42% reduction for the residential component of the scheme. The residential component is required to be "zero carbon" in line with the London Plan. To

do this, it would be necessary for the developer to make a payment in lieu to the council to offset the remaining CO2 emissions. This has been assessed as part of the Energy Statement and calculated as requiring a payment of £146,283 which would be used by the council to implement carbon reduction measures. This would need to be secured in the s106 Agreement.

3.12.9 Subject to the inclusion of conditions requiring the implementation of the submitted documents as set out above and the inclusion of the carbon payment in the s106 agreement, officers consider that the proposal would accord 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 and Local Plan Policies CC1 and CC2.

Flood Risk and Drainage

3.12.10 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.

3.12.11 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.

3.12.12 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.

3.12.13 Local Plan Policy CC3 requires that new development reduce the use of water and is designed to take account of increasing risks of flooding. Local Plan Policy CC4 states that new development would be expected to manage surface water run off by implementing a range of measures, such as sustainable drainage systems (SuDs) where feasible and the use of water efficient fittings and appliances. Policy CC4 is also linked to Policy OS5 – Greening the Borough. The two policies will carry forward the requirements set out in Core Strategy Policies CC1 and CC2 and DMLP Policy DM H3. Additional advice is set out in SPD (2018) Key Principles FR1 to FR3, FR6 to FR8 and FR10 plus SuD1, SuD2 and SuD4 to SuD7.

3.12.14 The site is in the Environment Agency's Flood Zone 1 which indicates a low risk to flooding from the River Thames. The site has less than a 0.1% chance of flooding from tidal/fluvial sources in any year. Even if flood defences were breached or were overtopped, the site is distant enough from the river to be unaffected by such a flood event. As the site is over 1 ha in size, a Flood Risk Assessment (FRA) is required. An FRA has been submitted with the application together with a Drainage and SuDs Strategy. In terms of other main flood risks present in the borough, the FRA has considered other potential sources, such as sewers, groundwater, and surface water.

3.12.15 The site is in the W12 postcode area which has experienced sewer flooding in the past and like much of the borough is at risk of sewer flooding during storm events with intense rainfall. The FRA notes that the site is low risk in this respect which is agreed, however mitigation measures in the form of non-return valve and active drainage measures are recommended which can either be conditioned or secured via an informative to help protect the basement which is planned for part of the site. With regards to groundwater flood risk, the site is not in an area susceptible to elevated

groundwater levels and the FRA concludes that this is a low risk to the site. However, as a basement is included in the proposal, flood-proofing measures are proposed including a gravity membrane and sump pump system which would collect any water intercepted by the basement structure and pump away. These measures are confirmed in the submitted Basement Method Statement (BMS). It is recommended that the implementation of these measures be conditioned.

3.12.16 Surface water flood risk for the site has also been assessed in the FRA. The site is not in a surface water flooding hotspot. A detailed surface water management strategy has been provided with the application and in general is considered to contain adequate proposals to manage surface water on the site and minimise flood risk. Overall, the flood risks have been adequately assessed in the FRA and subject to the implementation of the measures proposed in the BMS and a condition/informative on sewer flood protection measures, there is no objection to the proposal on flood risk grounds.

3.12.17 As required of major developments, a Surface Water Management Strategy has been provided in the form of a Civil Engineering Drainage and SuDs Strategy. The Strategy states that the existing site has currently close to 80% impermeable surfacing and that the existing drainage discharges from the site to Australia Road and Dorando Close. The proposal is that the scheme would utilise these existing connections using a combined drainage system.

3.12.18 The SuDs Strategy incorporates a range of above ground interventions in line with the London Plan Drainage hierarchy. Measures proposed for the site include rainwater harvesting, living roofs, rain gardens, SuDs tree pits and permeable surfaces. These measures would be supplemented with attenuation storage tanks, although the aim is to minimise the use of such underground storage. Surface water run-off from the site would be reduced to greenfield rates, and reduce discharges by at least 90% compared to the current arrangements, which is in line with London Plan and Local Plan policy requirements.

3.12.19 In broad terms, officers consider the approach outlined in the submitted Strategy is acceptable, but require the applicant to carry out further detailed design work on the Drainage Strategy before being able to confirm the full details. Officers recommend a condition for a revised Surface Water Management Strategy to be submitted and should include details of how surface water would be managed on-site in-line with the London Plan Drainage Hierarchy's preferred SuDs measures. Information provided shall include details on the specification, location, and attenuation capabilities (storage volumes) of the proposed SuDs measures such as rain gardens, tree pits, permeable paving, green/brown roofs, and rainwater harvesting system.

3.12.20 Details of the proposed flow controls and flow rates for any discharge of surface water to the combined sewer system should also be provided, along with confirmation from Thames Water of their acceptance of these, with the aim of achieving greenfield rates for final discharges. Information on the number, location and connections for the proposed attenuation tanks should also be provided. A finalised plan drawing (to scale) of the proposed SuDs measures (including detailed plan drawings of all roof areas, showing the scale of the living roofs) should be provided which shows all connections (including off-site connections). Management and maintenance details for all proposed SuDs measures should also be provided along with an implementation plan for the drainage scheme, taking into consideration any phasing of works on-site.

3.12.21 Given the above, the proposal is in accordance with the NPPF, London Plan Policies 5.11, 5.12, 5.13, 5.14 and 5.15 and Local Plan policies CC3 and CC4.

Land Contamination

3.12.22 NPPF 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.

3.12.23 Policy 5.21 of the London Plan states the support for the remediation of land affected by contamination and that appropriate measures should be taken to control the impact of contamination with new development.

3.12.24 Local Plan Policy CC9 sets out the requirements for contaminated land and will replace Core Strategy Policy CC4 and DMLP Policy DM H7. Policy CC9 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:

(a) expose the occupiers of the development and neighbouring land uses including, in the case of housing, the users of open spaces and gardens to unacceptable risk;

(b) threaten the structural integrity of any building built, or to be built, on or adjoining the site;

(c) lead to the contamination of any watercourse, water body or aquifer; and

(d) cause the contamination of adjoining land or allow such contamination to continue.

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.

3.12.25 New SPD Key Principles LC1 to LC7 deals with contamination and set out the common submission assessment requirements for planning applications relating to contamination and will replace SPD Amenity Policies 2, 3, 4, 5, 7, 8, 12, 13, 14, 15, 16 and 17.

3.12.26 Potentially contaminative land uses (past or present) are understood to occur at, or near to, this site. The site has been identified as potentially contaminated as per Part 2A of the Environmental Protection Act 1990 and is prioritised for further inspection under the Council's Contaminated Land Strategy. The site is placed in the borough's fifth highest category out of eight. No preliminary risk assessment showing what potential risks have been identified on the site or a site investigation scheme has been provided to show how these identified risks are to be investigated. Conditions are therefore proposed to ensure that no unacceptable risks are caused to humans, controlled waters, or the wider environment during and following the development works. The proposed development therefore accords with Policy 5.21 of the London Plan, and Local Plan Policy CC9 and officers consider that there are no material considerations which indicate that planning permission should not be granted.

Air Quality

3.12.27 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 from impact of existing and proposed buildings (gas boiler emissions).

3.12.28 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.

3.12.29 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.

3.12.30 Local Plan Policy CC10 together with Policy CC1 (Reducing Carbon Dioxide Emissions) and Policy T1 (Transport) are relevant. Policy CC10 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.

3.12.31 Policy CC10 will replace Core Strategy Policy CC4 and DMLP Policy DM H8. Additional advice set out in the New SPD Key Principles AQ1 to AQ5 are considered relevant in this case and will replace existing SPD Sustainability policies.

3.12.32 An Air Quality Assessment and addendum have been submitted in support of the proposals. 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 as the site is in an area of poor air quality due to road traffic emissions from the Westway, Wood Lane and South Africa Road. The proposal would introduce additional receptors into an area of poor air quality.

3.12.33 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. Additional conditions relating to mechanical ventilation, Low Emissions Strategy

and emergency diesel generator emissions standards are required to be submitted for approval by condition. The details of the Ultra Low Nox Gas fired boilers are also required to be submitted for approval by condition.

3.12.34 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 Local Plan Policies CC10, CC1 and T1, 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.

Archaeology

3.12.35 Paragraph 128 of the NPPF relates to archaeology and requires developers to submit appropriate desk based assessments where a development site has the potential to include heritage assets with archaeological value.

3.12.36 Policy 7.8 of the London Plan advises that development should incorporate measures that appropriately address the site's archaeology.

3.12.37 Local Plan Policy DC2 and DC8 (k) will replace Core Strategy Policy BE1 and DMLP Policy G7 and suggest that expert advice will be required to address the need to evaluate and conserve archaeological remains, and to advise on the appropriate mitigation measures in cases where excavation is justified. New SPD Key Principle AH2 (Protection of Heritage Assets) will replace SPD Design Policies 61 to 63 and relates to developments affecting heritage assets.

3.12.38 The site is not located within an Archaeological Priority Area. A Desk-Based Assessment report has been submitted with the application which has been assessed on behalf of the borough by Historic England (Greater London Archaeology Advisory Service or GLAAS). The site has been developed on at least three occasions. The buildings in which the school is currently located were constructed in the 1950's and the surrounding White City Housing Estate was constructed in the 1930's. Preceding this, the site formed part of the wider exhibition grounds of 'The Great White City' exhibition space and Olympic Stadium of 1908-1936. The exhibition grounds included a stadium, pavilions, exhibition halls, bridges, waterways, and road networks. Whilst designed to be temporary structures, the Royal Pavilion situated within the site became a hospital for injured or sick soldiers in the First World War. Earlier, the site was developed as part of the larger Cowley Brick Works.

3.12.39 Whilst the site is of historical interest, there is a low potential for significant archaeological remains to survive on the above site. GLAAS support the findings of the desk-based assessment and conclude that the proposal is unlikely to have a significant effect on heritage assets of archaeological interest. GLAAS recommend that no further assessment or conditions are therefore necessary. Officers support this conclusion and consider that the proposed development accords with Policy 7.8 of the London Plan and Local Plan Policies DC2 and DC8.

3.13.0 Economic Considerations

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

3.13.2 London Plan Policy 4.1 relates to London's economy and states "The Mayor would 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." Policy 4.12 of the London Plan require strategic development proposals to support local employment, skills development, and training initiatives.

3.13.3 Local Plan Policies E1 and E2 will replace DMLP Policy DM B1 and Core Strategy Policy LE1. The policies 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 E1 specifies White City as one of the preferred office locations within the borough where the Council would encourage major office based development. Local Plan Policy E4 will replace DMLP Policy DM B3 and relates to Local Employment, Training, and Skills Development Initiatives. States the council would 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 and requires the provision of appropriate employment and training initiatives.

3.13.4 The different elements in the proposed scheme would create a range of new employment opportunities. The office space would deliver modern Grade A offices within a high-quality building, with flexible floorplates to ensure adaptability of different size businesses. The office space would further enhance White City as a centre for business within London. The office, adult education centre and youth space would contribute strongly to the local economy and further add to the vitality and viability of the area. The increase pupil numbers for the new school and nursery use, the replacement adult education centre and the retail use would create further employment opportunities.

3.13.5 The enabling works and construction phase of the proposed development would generate many new temporary jobs, creating a net of some 120 jobs per year for approximately 4 years. Once completed and occupied, the development would generate additional jobs for the different education or commercial uses. As such, the development would have a residual moderate beneficial effect on the Greater London economy.

3.13.6 To ensure that local people can access employment during construction, the Council is keen to set in place mechanisms that produce tangible benefits to residents which would 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 and that there are no material considerations which indicate why planning permission should be withheld.

3.13.7 The proposal is therefore considered to accord with aspirations of the NPPF, Policies 4.1 and 4.12 of the London Plan, Core Strategy Policy LE1 and Strategic Policy B, Policy DM B3 of the DMLP and Draft Local Plan Policies E1, E2 and E4.

3.13.8 The proposal is therefore considered to accord with aspirations of the NPPF, Policies 4.1 and 4.12 of the London Plan, and Draft Local Plan Policies E1, E2 and E4.

4.0 COMMUNITY INFRASTRUCTURE LEVY AND SECTION 106

4.1 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.

4.2 LBHF CIL came into effect on 1 September 2015. This means that CIL liable development proposals approved on or after 1 September would 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.

4.3 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.

4.4 The NPPF provides guidance for local planning authorities in considering the use of planning obligations. It states that 'authorities should consider whether otherwise unacceptable development could be made acceptable through the use of conditions or planning obligations and that planning obligations should only be used where it is not possible to address unacceptable impacts through a planning condition'.

4.5 Policy 8.2 of the London Plan states that: 'When considering planning applications of strategic importance, the Mayor would consider, 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.'

4.6 Local Plan DEL1 (Delivery and Implementation) states that 'the council will implement the policies and proposals of the local plan' and having regard to the financial viability of the development seek CIL charge setting and negotiate Section 106 Agreements, including affordable housing.

4.7 Local Plan Policy INFRA1 (Planning Contributions and Infrastructure Planning) states: 'The Council would seek planning contributions to ensure the necessary infrastructure to support the Local Plan is delivered using two main mechanisms: This policy will replace Chapter 9 of the Core Strategy.

Community Infrastructure Levy

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

4.9 The Council would 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.'

4.10 The LBHF CIL Charging Schedule identifies several 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 since April 10) for that item at the time).

4.11 Subject to further details, there are elements of the proposal which are exempt from both Borough or Mayoral CIL in terms of the land uses (education and affordable housing) and subject to liability charitable status. For Mayoral CIL, both the office and private residential use would likely to be chargeable and for Borough CIL the private residential units would be liable for payment.

4.12 The application involves the redevelopment of an existing school site to provide a high quality mixed development including the re-provision of an education hub within the White City Regeneration Area. The planning obligations set out in the heads of terms below are considered necessary to make the development acceptable in planning terms, they are related to the development and fairly and reasonable in scale and kind to the development. A Section 106 agreement is therefore required to ensure the proposal is in accordance with the statutory development plan. 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.

Application Heads of Terms

4.13 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).
- Tenure, number, and location of affordable housing including: Housing review mechanism; provisions to build to rent housing; covenant for at least 15 years with clawback mechanism; unified ownership and management; length of tenancies and details on rent levels.
- Provision of wheelchair units.
- Travel Plans and monitoring fees for review periods at years 1, 3 and 5.

- Carbon off-setting payment of £146,283.
- Local procurement for the construction phase.
- Employment and training opportunities.
- S278 agreement for off-site highway works including, Australia Road, Dorando Close and South Africa Road.
- Public Access 365 days a year to the ground level on site public realm (with provision for emergency/works closures).
- Prohibition of future residents to obtain parking permits as secured through section 16 of the Greater London (General Powers) Act 1974.
- Youth Zone Management Plan to ensure facilities are retained for wider community use.

5.0 CONCLUSIONS & RECOMMENDATIONS

5.1 Current policy supports the regeneration of under used urban brown field sites and the delivery of mixed and balanced communities. The focus is on the key themes of growth, change, regeneration, and development. The proposal provides a mixed-use development focusing on the local community.

5.2 The development provides new state of the art education facilities. Both the school and nursery would have expanded facilities and an increase capacity with improved external play facilities. The new Youth Zone would provide affordable activities in sports, arts, music, and employment training and mentoring for young people. The new office would accommodate Ark's headquarters and provide affordable modern workspace for other mission aligned charities and social enterprises focused on education and include conference and training space. Overall the non-residential provisions are for the benefit of the local area and wider economy and would deliver a wide range of benefits including the creation of a new jobs on the site. These are considered to meet the local objectives set out in Strategic Policies WCRA and WCRA2.

5.3 Similarly, the proposed development would contribute significantly to providing new housing in the Borough, including 50% affordable housing thereby achieving the London Plan and Council's strategic objectives. The proposed mechanisms set out in the s106 agreement would enable the Council to deliver the maximum reasonable level of affordable housing to facilitate the regeneration of White City and create sustainable mixed and balanced communities.

5.4 The redevelopment and the proposed uses would also contribute by creating a high quality built environment and include the provision of a substantial area of public realm in the centre of the site with the Boulevard and square and improved permeability through the White City area. The proposal would not result in detrimental impacts to heritage assets and any minor impacts are outweighed by the substantial social, economic and environmental public benefits that the proposal would deliver.

5.5 Finally, the proposal would provide valuable community resources, with regard to the provision of education, youth facilities, new housing including affordable housing, and employment opportunities and therefore, officers consider that the development outweighs any disadvantages arising from the loss of the existing open space or sports provision on the site.

5.6 Taking all these points into account, the proposal brings about a holistic redevelopment of the site, introducing a campus style education hub along with

residential and office uses that complement each other to deliver a high-quality scheme. Overall the proposal is considered to accord with both the London Plan and Local Plan and other material considerations including NPPF policies achieving a sustainable development.

5.7 The application is therefore recommended for approval, subject to the conditions, the completion of a s106 agreement and no contrary direction from the Mayor of London.

Applicant:

Hurlingham Club
Hurlingham Club Ranelagh Gardens Fulham LONDON
SW6 3PR

Description:

Demolition of the existing two storey plus basement West Wing (with the exception of the existing Lutyens Wall which is to be repaired and restored) and the erection of a part one, part two storey plus basement replacement building to include two swimming pools, fitness studios, changing rooms, brasserie, sports bar, terrace, kitchens, and associated ancillary rooms in connection with the existing club.

Drg Nos: 040 p5; 041 p5; 045 p5; 101 p5; 102 p34; 103 p35; 104 p33; 105 p30; 107 p3; 110 p3; 111 p13; 112 p13; 115 p4; 120 p11; 121 p8; 365.1 p1; 365.2 p1

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

- 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; 040 p5; 041 p5; 045 p5; 101 p5; 102 p34; 103 p35; 104 p33; 105 p30; 107 p3; 110 p3; 111 p13; 112 p13; 115 p4; 120 p11; 121 p8; 365.1 p1; 365.2 p1.

In order to ensure full compliance with the planning application hereby approved and to prevent harm arising through deviations from the approved plans, in accordance with policies DC1, DC2 and DC8 of the Local Plan (2018)

- 4) Prior to commencement of the development hereby approved, a demolition/excavation method statement and a construction management plan shall be

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

To ensure that 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 HO11, CC11 and CC13 of the Local Plan (2018).

- 5) Prior to commencement of the development hereby approved, a Construction Logistics Plan and a Construction Management Plan shall be submitted to and approved in writing by the Council. Details shall include control measures for dust, noise, vibration, lighting, delivery locations, restriction of hours of work and all associated activities audible beyond the site boundary to 0800-1800hrs Mondays to Fridays and 0800-1300hrs 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, 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 T2, T6, HO11, CC11 and CC13 of the Local Plan (2018).

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

To ensure that 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.

- 7) Prior to commencement of the development, details of external artificial lighting shall be submitted to and approved in writing by the Council. Lighting contours

shall be submitted to demonstrate that the vertical illumination of neighbouring premises is in accordance with the recommendations of the Institution of Lighting Professionals in the 'Guidance Notes For The Reduction Of Light Pollution 2011'. Details should also be submitted for approval of measures to minimise use of lighting and prevent glare and sky glow by correctly using, locating, aiming and shielding luminaires. Approved details shall be implemented prior to occupation of the development and thereafter be permanently retained.

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

- 8) Prior to commencement of the development, details of suitable internal lighting design and periods of use and mitigation measures to minimise light trespass, glare and sky glow from internally transmitted or reflected artificial light shall be submitted to and approved in writing by the council. 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 CC12 and CC13 of the Local Plan (2018).

- 9) The new West Wing shall not be used other than between the hours of 06:15 - 23:00 Monday to Friday, 08:00 - 23:00 on Saturdays, and 08:00 to 22:00 on Sundays and Bank Holidays, to match the existing facility.

To ensure that the amenity of occupiers of surrounding premises is not adversely affected by noise from activities or people at or leaving the site, in accordance with Policies HO11, CC11 and CC13 of the Local Plan (2018).

- 10) 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 CC11 and CC13 of the Local Plan 2018.

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

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

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

To ensure that the amenity of occupiers of the development site/ surrounding premises is not adversely affected by cooking odour, in accordance with Policy CC13 of the Local Plan 2018.

- 13) Prior to the erection of any buildings hereby approved, detailed drawings in plan, section and elevation at a scale of no less than 1:20 shall be submitted to and approved in writing by the council of:
- typical bays of each elevation; and
 - typical junctions of the proposed development with the Lutyens wall and north elevation wall of Rose Court.

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 policies DC1, DC2 and DC8 of the Local Plan (2018).

- 14) Details including samples of all external materials and details of brick bond, pointing style, mortar mix and mortar colour to be submitted for approval. A brick sample panel shall be erected onsite prior to commencement of development for the inspection and approval of the Council's Conservation Order. The development shall be implemented in accordance with the approved brick sample panel and approved details.

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

- 15) The development shall not commence until details of fenestration including opening style. have been submitted to and approved in writing by the Council. The development shall be implemented in accordance with the approved details.

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

- 16) Prior to commencement of any above ground works, details of the hard and soft landscaping of all areas external to the building, including replacement tree planting (including size, height and location of the three replacement trees) and paving, detailed drawings at a scale of not less than 1:20 shall be submitted to and approved in writing by the Council, and the development shall not be occupied or used until such landscaping as is approved has been carried out. The agreed replacement trees shall be planted by the applicant during the next planting

season following the felling of the two trees. Any landscaping removed or severely damaged, dying or becoming seriously diseased within 5 years of planting shall be replaced with a tree or shrub of similar size and species to that originally required to be planted.

To ensure a satisfactory external appearance and satisfactory provision for permeable surfaces in accordance with Policies OS2, OS4, DC1, DC2 and DC8 of the Local Plan (2018).

- 17) All trees to be retained on site in proximity of the development shall be protected from damage in accordance with BS5837:2012. No construction shall take place until any such trees are adequately protected as per BS5837:2012.

To ensure that trees on site are retained and to prevent harm during the course of construction, in accordance with Policies OS5 and DC8 Local Plan (2018).

- 18) The Wisteria on Wisteria Walk shall be retained and details of method of protection to be submitted for approval and implemented in accordance with approved details. The retained Wisteria shall be protected from damage in accordance with BS5837:2012. No construction shall take place until the Wisteria is adequately protected as per BS5837:2012.

To ensure that trees on site are retained and to prevent harm during the course of construction, in accordance with Policies OS5 and DC8 Local Plan (2018).

- 19) No development shall commence until a scheme for temporary fencing and/or enclosure of the site where necessary has been submitted to and approved in writing by the Council, and such enclosure has been erected in accordance with the approved details and 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 that the site remains in a tidy condition during and after demolition works and during the construction phase and to prevent harms to the street scene and character and appearance of the adjoining conservation area, in accordance with policies DC1, DC2 and DC8 of the Local Plan (2018).

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

To ensure that that the visual impact of telecommunication equipment can be considered in accordance with policies DC1, DC2 and DC8 of the Local Plan (2018).

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

To ensure a satisfactory external appearance and to prevent harm to the amenities of the occupiers of neighbouring residential properties, in accordance with policies DC1, DC2 and DC8 of the Local Plan (2018).

- 22) The development shall only be carried out in accordance with the approved Flood Risk Assessment (FRA) prepared by Price and Myers, dated October 2013.

To reduce the impact of flooding to the proposed development and future occupants, in accordance with and National Planning Policy Framework (2012) and the Technical Guidance to the National Planning Policy Framework (2012), Policies 5.11, 5.12, 5.13, 5.14 and 5.15 of the London Plan (2011), Policy CC3 of the Local Plan (2018).

- 23) The development hereby permitted shall not commence until further details of a Sustainable Urban Drainage System (SUDS), including maintenance programme 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 2011, Policy CC4 of the Local Plan 2018.

- 24) The development hereby approved shall be carried out in accordance with the sustainability measures outlined in the Energy / Sustainability Statement prepared by Max Fordham dated 26 July 2017, and the Sustainability Statement Supplementary Information prepared by Max Fordham dated 2 October 2017.

To ensure that sustainable design and construction techniques are implemented, in accordance with Policy 5.3 of the London Plan (2011) Policies DC2 and CC2 of the Local Plan (2018).

- 25) No part of the development hereby approved shall be occupied prior to the provision of the two additional cycle storage/ parking for the all the proposed uses included in the development have been submitted and approved in writing by the Council. The 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 2011 and Policy T3 of the Local Plan 2018.

- 26) 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. Evidence shall be submitted to and approved in writing by the Local Planning Authority to show that the Energy Plant installed within the energy centre comply with the relevant emissions standards in the Mayor's Sustainable Design and Construction Supplementary Planning Document (2014) shall be set out in the document. 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), and Policy CC10 of the Local Plan (2018).

27) Prior to the operation of each 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:

- Evidence that the termination height of the shared Flue stacks for the CHP and Gas boiler Plant has been installed a minimum of 3 metres above the roof level of the tallest part of the building
- 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 30mg/Nm³ (at 5% O₂) and 30 mg/kWh (at 0% O₂) respectively.
- Following installation, emissions certificates and the results of NO_x emissions testing of each CHP unit and Ultra Low NO_x gas boilers 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 the occupation/use of the 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), and Policy CC10 of the Local Plan (2018).

28) 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), and Policy CC10 of the Local Plan (2018).

- 29) 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, if deemed to be required in the approved quantitative risk assessment, 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. This statement will also include a plan to verify that the required remediation works are undertaken in line with the remediation method statement which will be compiled into a verification report. The remediation should then progress in accordance with the agreed remediation method statement. 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 (2016) and Policy CC9 of the Local Plan 2018.

- 30) 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 if required by the approved quantitative risk assessment, 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 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 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 method statement to be submitted and approved by the Council 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 (2016) and Policy CC9 of the Local Plan 2018.

- 31) 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 setting out where further monitoring is required past the completion of development works (as identified in the approved site investigation scheme or the approved remediation statement or the approved verification report) 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 Council 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 (2011), and Policy CC9 of the Local Plan 2018.

- 32) 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 building in accordance with policies DC1, DC2 and DC8 of the Local Plan (2018).

- 33) Prior to occupation of the development, a statement of how 'Secured by Design' requirements are to be adequately achieved shall be submitted to and approved in writing by the Council. The approved details shall be carried out prior to occupation or use of the development hereby approved and permanently maintained thereafter unless otherwise agreed in writing by the Council.

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

- 34) No part of the development hereby approved shall be used or occupied until the details of the electric car charging points for 10 parking spaces have been submitted to and approved in writing by the Local Planning Authority, and the approved details have been implemented. The charging points shall be permanently retained for the life of the development.

In order to promote alternative, sustainable forms of transport, in accordance with Policy CC1 of the Local Plan (2018).

- 35) Prior to occupation of the development hereby permitted, details of the flood warning and emergency response plan shall be submitted to and approved in writing by the Council. The measures shall thereafter be retained in perpetuity.

To protect the dwelling from flooding, in accordance with Policy CC3 of the Local Plan 2018, London Plan (2011) Policy 5.12 and Part 10 of the NPPF.

Justification for approval

- 1) 1. Land Use: It is considered that the proposals would not harm the openness and character of the Metropolitan Open Land and as such does not conflict with this designation. Accordingly, officers consider that the proposals would be acceptable in land use terms and in accordance with London Plan Policies 7.17 and 7.18, and Policy OS2 of the Local Plan (2018).
2. Heritage & Design: It is considered that the proposed replacement West Wing and associated extension would be appropriate in scale, height, mass, proposed materials and design. Furthermore, it is considered that the proposal would be of an acceptable visual appearance and it would not harm the architectural or historic significance of the Listed Building within the Hurlingham Club grounds. The proposal would preserve and enhance the character and appearance of the conservation area, including the protection of existing trees and replacement of lost trees. The development would therefore be acceptable in accordance with the NPPF (2012), London Plan Policy 7.1, 7.2, 7.4, 7.5 and 7.6 (2011), Core Strategy Policy BE1 (2011), Policies OS2, OS4, DC1, DC2 and DC8 of the Local Plan (2018), and SPD Design Policies of the Planning Guidance SPD (2018).
3. Residential Amenity: The impact of the proposed development upon neighbouring occupiers is considered acceptable. Due to the relationship of the proposed building to neighbouring residential buildings and its position, height and bulk, it is considered that the proposal would not materially affect the outlook from, and light to any properties. In this regard, the development would respect the principles of good neighbourliness, and thereby satisfy Policy DM DC2, CC11, CC12, CC13 of the Local Plan (2018), and SPD Housing Policy and SPD Amenity Policy of the Planning Guidance SPD (2018).
4. Highways matters: There would be no adverse impact on traffic generation and the scheme would not result in congestion of the primary road network. The proposal is thereby in accordance with NPPF (2012), London Plan Policy 6.1, 6.3, 6.9, 6.10, 6.11 and 6.13 (2011), Policy T1, Y2, T3, and T4 the Local Plan (2018), and SPD Transport Policy of the Planning Guidance SPD (2018).

5. Sustainability: A number of sustainability measures are proposed in the supporting documents for this application, and these will be secured by a condition. In addition, the Unilateral Undertaking agreement will be secured to ensure carbon reduction targets are met. The development would therefore be acceptable in accordance with London Plan Policy 5.3 (2011), Core Strategy Policy CC1 (2011), Policies CC1, CC2 and DC2 of the Local Plan (2018) and SPD Sustainability Policy of the Planning Guidance SPD (2018).

6. 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. In this respect the proposal is therefore in accordance with the NPPF (2012), London Plan Policy 5.11, 5.12, 5.13, 5.14 and 5.15 (2011), Policies CC1 and CC2 of the Local Plan (2018) and Policies of the Planning Guidance SPD (2018).

7. Land Contamination: Conditions are to be secured to ensure that no unacceptable risks are caused to humans, controlled waters or the wider environment during and following the development work in accordance with Policy 5.21 of the London Plan (2011), Policies CC9 and CC13 of the Local Plan (2018).

8. Planning Obligations: The applicant has agreed to enter into a unilateral undertaking with respect to making a financial contribution of £66,600 to assist in achieving carbon reductions off-site, and therefore in accordance with Policy 5.2 of the London Plan (2011).

LOCAL GOVERNMENT ACT 2000 LIST OF BACKGROUND PAPERS

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

Application form received: 27th July 2017

Drawing Nos: see above

Policy documents: National Planning Policy Framework (NPPF) 2012
The London Plan 2016
LBHF - Local Plan 2018
LBHF - Supplementary Planning Document 2018

Consultation Comments:

Comments from:

Greater London Authority - Planning Decisions Unit
Natural England
Environment Agency - Planning Liaison
Thames Water - Development Control
Historic England London Region
Greater London Archaeology Advisory Service

Dated:

06.12.17
08.09.17
04.09.17
17.08.17
22.08.17
31.08.17

Neighbour Comments:

Letters from:	Dated:
48 Peterborough Road London SW6 3EB	11.10.17
121 Rivermead Court Ranelagh Gardens London SW6 3SD	31.10.17
25 Alder Lodge 73 Stevenage Road London SW6 6NP	14.09.17
NAG	14.09.17
78 Rivermead Court Ranelagh Gardens London SW6 3RZ	06.09.17
50 Rivermead Court Ranelagh Gardens London SW6 3RX	07.09.17
NAG	14.09.17
NAG	20.12.17
3 Dymock Street London SW63ET	23.10.17
1st Floor Flat 2 Dymock Street Fulham SW6 3HA	18.10.17
Flat 35 Philpot Square Carnwath Road London SW6 3HX	30.10.17
14A Broughton Road London SW6 2LA	07.09.17
4 Queen's Club Terrace London W14 9TA	18.09.17
The Piper Building Peterborough road Fulham SW63EF	25.10.17
Jewson Limited c/o PO Box 95, Parkview House, Woodvale Road, HD6 9AD Brighouse, HD6 9AD	25.10.17

OFFICERS REPORT

1.0 SITE DESCRIPTION AND RELEVANT HISTORY

Site and surrounding area

1.1 The site relates to the Hurlingham Club, a private sports and leisure club. The site of the club occupies an extensive area (some 17 hectares) between the River Thames to the south, Hurlingham Park to the north, Broomhouse Lane to the east and Napier Avenue/Ranelagh Gardens to the west. Hurlingham House, located in the centre of the club grounds, is a Grade II (*) listed building and originally built in 1760. The club's grounds, together with Hurlingham Park to the north, are designated as Metropolitan Open Land (MOL).

1.2 The Hurlingham Club (founded in 1867) is a large, long established private leisure club with full membership. The club grounds has a long background history, relating to several buildings/extensions and alterations to existing buildings on the site including several recent modern extensions and buildings, including an extension at first floor level for office use to the complex of buildings around Hurlingham House and several extensions and replacement buildings within the grounds.

Relevant planning history

1.3 In 1993 planning permission was refused for an outline application for the covering of three tennis courts to provide an indoor tennis hall. Refused December (1993/00839/OUT). This was subsequently allowed on appeal in 1994 (T/APP/H5390/A/94/ 235450/P8) but never implemented.

1.4 In 2003 planning permission was granted for the erection of a single storey building to replace the existing creche (2003/01183/FUL).

1.5 In 2006 planning permission was granted for the erection of a single storey timber framed building for use in connection with existing playground (2006/01931/FUL).

1.6 In 2007 planning permission was granted for the demolition of existing earth store building, welfare facilities building and 3 small buildings in grounds maintenance area and erection of single storey ancillary buildings, to be used as soil store, grounds store, machine rooms and staff welfare facilities (2007/02879/FUL).

1.7 In 2008 planning permission was granted for erection of a single storey structure for use as a new security cabin (by the Broomhouse Lane back gate of Hurlingham Club) (2008/02866/FUL).

1.8 In 2009 planning permission was granted for the construction of replacement outdoor swimming pool, children's pool, and associated changing rooms and cafe within existing club settings, and the provision of a water treatment store, lake works including pavilion and sunbathing facilities (2009/02131/FUL).

1.9 In 2013 planning permission was granted for the replacement of 3 covered tennis courts to the north-east of the Hurlingham Club grounds with a new indoor sport (racquet centre) facility, to provide 4 new indoor tennis courts, 4 new indoor squash courts and associated changing areas; reconfiguration of existing parking and associated landscaping works (2013/04441/FUL).

Evolution of the scheme

1.10 The origin of the current proposals for the redevelopment of the West Wing can be traced back to the overall masterplan for the Club prepared in 2011. At the time, it was a priority for the Club to provide replacement facilities for indoor tennis and squash. The previous indoor tennis structure had reached the end of its useful life and was in urgent need of replacement. Also, the four squash courts located in the West Wing were outdated, and not fit for the modern game, notably the provision for spectators and the lack of a doubles court. The Club also identified the relocation of the gymnasium in the West Wing to a purpose-built facility adjacent to the Four-in-Hand yard. Completion of the new gymnasium extension (applications 2014/00672/FUL and 2014/00673/LBC) and the Racquet Centre in 2015 (2013/04441/FUL) marked important steps in the implementation of the masterplan. The four squash courts have been relocated to the Racquet Centre and the gymnasium now operates as a single entity in the extended facility.

1.11 The West Wing of the club last saw major development between 1989 and 1992 when the Polo Bar was created, the conservatory was rebuilt on the original site of Byfield's 1798 conservatory, and a fitness centre including indoor swimming pool and gymnasium was built, behind one of the Lutyens' walls which frame the courtyard between the East and West Wings (also referred to as the Horse Shoe courtyard). Since that time the requirements of members have changed, as reflected in a Membership Survey undertaken in 2012.

1.12 The 2012 Membership Survey and ongoing member feedback highlighted the following issues in the existing West Wing:

- The informal catering offer in the Harness Room is of insufficient size to meet member requirements and a larger space is needed.

- There is a desire to split the functionality of the Harness Room dining offer between a café/delicatessen / patisserie and an all-day waiter service brasserie.
- There is a desire to create a new sports bar providing a different atmosphere to the Polo Bar, aimed primarily at younger people.
- Improved changing rooms are required for the Fitness Centre.
- There is insufficient provision of lockers, amenity, offices, toilets, changing rooms and storage area for staff (both Fitness Centre staff and Kitchen staff).
- A second, larger, exercise studio is required to replace the room that currently serves several purposes as a table tennis room, a meeting room and a small studio.
- There is no dedicated indoor play space for small children and the lack is sorely felt by parents in the winter months.
- Young people find no refuge from the formal adult areas of the Club.
- Conflicting users in the swimming pool could be addressed by the addition of a second smaller pool, for use by children, for teaching, and for aqua-therapy.

1.13 An objective of the masterplan in relocating squash and the gymnasium facilities was to create the opportunity to redevelop the existing West Wing. The Club commissioned BPR Architects in 2015 to undertake a detailed feasibility study of the West Wing to establish how the existing facilities could be reconfigured and new facilities added through the redevelopment opportunity created by the relocation of the squash courts and gymnasium. It was calculated that the additional floorspace requirement would be approximately 2000m², a significant proportion of which would be accommodated in an extended basement.

1.14 The study concluded that the additional floor space required to cater for member needs and requests, and improvements to member facilities, could be achieved by a limited extension to the existing footprint in conjunction with the addition of a new basement.

1.15 Pre-application advice requests were sought from the council's planning department which generally advised that officers could be supportive of such an application subject to a number of issues being resolved and investigated. The main issues considered included: land use, design and detailing of the proposed extensions and other alterations (both internal and external), and the consequent impact on heritage assets, loss of trees, impact on nearby residential occupiers, environmental issues and highway and traffic impacts. The current scheme was selected by Club members at a vote.

1.16 In addition, the applicant has consulted with the Fulham Society and Historic England.

Current proposal

1.17 The current application seeks permission for the demolition of the existing two storey plus basement West Wing (with the exception of the existing Lutyens Wall which is to be repaired and restored) and the erection of a part one, part two storey plus basement replacement building to include two swimming pools, fitness studios, changing rooms, brasserie, sports bar, terrace, kitchens, and associated ancillary rooms in connection with the existing club.

1.18 The application has been submitted in conjunction with an application for Listed Building Consent (2017/02968/LBC), for the same works. This report relates to both applications.

1.19 The application is referable to the Mayor of London due to the floorspace of the proposed building and it being on Metropolitan Open Land.

2.0 PUBLICITY AND CONSULTATIONS

2.1 The application was advertised by way of site and press notices, and 14 adjoining neighbours were notified by letter.

2.2 Eighteen objections (including a petition with undisclosed signatures) and one neutral letter have been received. The objections can be summarised as follows:

- Out of keeping with the character and appearance of the application building and surroundings.
- Loss of Metropolitan Open Land (MOL).
- Loss of two lime trees
- Replacement trees are not proposed in inappropriate locations
- No other option has been considered that did not result in the loss of the two trees
- The proposal does not have the support of the majority of the members of the Club
- No need for the additional facilities
- Noise, dust and disruption during building works
- Environmental and energy concerns
- Lack of adequate fire safety precautions

2.3 The Fulham Society raises an objection to the loss of Metropolitan Open Land.

2.4 Hammersmith and Fulham Historic Buildings Group raises objection to the loss of MOL and the two lime trees.

2.5 Historic England raises no objection.

2.6 Greater London Archaeological Advisory Service raises no objection.

2.7 Environment Agency raised concerns over emergency access/egress. This has been addressed through revised proposals which include safe access to higher floors.

2.8 Transport for London raises no objection subject to conditions.

2.9 Natural England raises no objection.

2.10 Greater London Authority, Stage 1 response made the following comments on the originally submitted proposal.

- Metropolitan Open Land (MOL): The proposed development which comprises limited infilling of previously developed land with no greater impact on openness of the MOL and the purpose of including land within the MOL constitutes appropriate development on Metropolitan Open Land and is therefore acceptable with regard to the London Plan and NPPF (paragraph 12-13).

- Design: The heritage-led design approach and use of high quality materials is welcomed and the Council is encouraged to secure key details of glazing, rooflines and facing materials to ensure an exemplary addition to the existing building is delivered.
- Energy: Information on the cooling demand, the overheating analysis, the BRUKL files, the energy centre, the renewable energy provision and the shortfall in carbon emissions from passive design measures is required to be addressed before full compliance with London Plan Policy can be verified.
- Drainage: The proposals are acceptable, subject to the inclusion of a planning condition securing the sustainable surface water drainage strategy.
- Air quality: An air quality impact assessment is required in accordance with London Plan Policy 7.14.
- Transport: To promote active and sustainable travel in line with the Mayor's draft Transport Strategy and London Plan policy all standard car parking spaces should be removed. Further, an active travel PERS audit should be undertaken and any necessary improvements identified should be secured by condition or legal agreement.

3.0 PLANNING CONSIDERATIONS

3.1 The main planning considerations to be considered in light of the London Plan (2016), and the Council's Local Plan (LP) (2018) and Planning Guidance Supplementary Planning Document (PG SPD) (2018) include; the protection of open space with regard to Metropolitan Open Land (MOL) designation; visual amenity and impact on the setting of the Listed Building and the character and appearance of the conservation area and the impact on existing trees; impact on neighbours including any environmental nuisance; highways matters; flood risk and sustainability matters; potential impact on archaeology; and contamination matters.

Land Use:

3.2 There is no national legislation with regard to Metropolitan Open Land (MOL), as this is a designation specific to London Boroughs. However, development on or within MOL has the same status and limitations as those associated with Green Belts. London Plan (2011) Policy 7.17 'Metropolitan Open Land' states the strongest protection should be given to London's Metropolitan Open Land (MOL) and inappropriate development refused, except in very exceptional circumstances. Essential ancillary facilities for appropriate uses will only be acceptable where they maintain the openness of MOL. In addition, Policy 7.18 'Protecting Local Open Space and Addressing Local Deficiency' states the loss of local protected open spaces must be resisted unless equivalent or better quality provision is made within the local catchment area.

3.3 Within the Borough, the relevant Local Plan policy is Policy OS1 'Parks and Open Spaces' which seeks to protect, enhance and increase provision of parks, open space and biodiversity in the borough.

3.4 The scheme would result in a 166sq. m. increase in building footprint from 1,859 sq.m. to 2,025 sq.m. Of the additional 166 sq.m, 84 sq.m is proposed on land which is already hardstanding. Further, the applicant also proposes to remove 50.5 sq.m of existing hardstanding to the east of the proposal (replacing this with green soft

landscaping). Therefore, overall, the net increase of building footprint on undeveloped MOL equates to 31.5 sq.m. which represents 0.02% of Hurlingham Club.

3.5 London Plan Policy 7.17 affords the strongest protection to Metropolitan Open Land (MOL), giving the same level of protection as Green Belt, where inappropriate development should be refused except in very special circumstances. Paragraph 89 of the NPPF (final bullet point) states that the construction of new buildings should be regarded as inappropriate, but sets out exceptions to this rule which include the limited infilling or the partial or complete redevelopment of a previously developed site (brownfield land), whether redundant or in continuing use, which would not have a greater impact on the openness of the Green Belt and the purpose of including land within it than the existing development. The proposal involves infilling an existing void between the south and west flanks of the West Wing.

3.6 While there is the net addition of 31.5 sqm of floorspace within MOL, this is balanced by the landscape enhancements proposed to the eastern side of the House (including the removal of 50.5 sq.m of existing hardstanding). This would improve the quality of the gardens, enhance the setting of the Grade II* listed Club House (refer to paragraphs 14-20), and result in an enhanced public appreciation of the MOL in this area.

3.7 GLA officers are satisfied that the proposal would not have a greater impact on the openness of the Green Belt and the purpose of including land within it than the existing development and therefore the proposal meets the exception set out in the final bullet point of paragraph 89 of the NPPF. The application therefore accords with London plan Policy 7.17.

3.8 The proposals would not harm the openness and character of the Metropolitan Open Land and as such does not conflict with this designation. The proposals do not involve the increase the membership of the club, rather it would result in an enhancement of the facilities for existing members. In conclusion, officers accordingly consider that the proposals would be acceptable in land use terms and in accordance with London Plan Policies 7.17 and 7.18, and Local Plan Policy OS1.

HERITAGE IMPACT, DESIGN AND EXTERNAL APPEARANCE

3.9 Among the core planning principles of the NPPF are that development should always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings. Furthermore, proposals should conserve heritage assets in a manner appropriate to their significance.

3.10 London Plan Policy 7.1 'London's Neighbourhoods' 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. London Plan Policy 7.4 'Local Character' requires development to 'have regard to the form, function, and structure of an area, place or street and the scale, mass and orientation of surrounding buildings.' London Plan Policy 7.6 'Architecture' relates to architecture and the design of developments. The policy says that 'development should be of a high quality of design, of a scale that is appropriate to its setting, and built using high quality materials. It should complement the surrounding built form and should not cause unacceptable harm

to the amenity of surrounding buildings'. Policy 7.8 D states that development affecting heritage assets and their settings should conserve their significance by being sympathetic to their form, scale, materials, and architectural detail.

3.11 Policies DC1 of the Local Plan 2018, requires all development within the borough, including in the regeneration areas should create a high quality urban environment that respects and enhances its townscape context and heritage assets.

3.12 LP Policy DC2 'Design of New Build' builds on the above-mentioned policies and other design and conservation policies, seeking new build development to be of a high standard of design and compatible with the scale and character of existing development and its setting. Policy DC8 of the LP 2018, seeks to protect, restore or enhance the quality, character, appearance and setting of the borough's conservation areas and its historic environment including listed buildings.

3.13 In considering the demolition, regard is had to NPPF paragraph 129 which requires the assessment of the significance of heritage assets. Paragraph 133 goes on to require the assessment of the harm of any proposals on these significant heritage assets. This is reiterated in London Plan policy 7.8 'Heritage Assets and Archaeology'. The policy requires that in the determination of planning applications, development should conserve, restore, re-use and incorporate heritage assets where appropriate. Developments affecting heritage assets and their setting should conserve their significance.

3.14 Development Management LP policy DM G7 states that 'the Council will aim to protect, restore or enhance the quality, character, appearance and setting of the borough's conservation areas and says that, when determining applications, there should be a presumption in favour of the conservation and restoration of heritage assets. Any loss of a heritage asset should be considered against paragraph 133 of the NPPF'.

3.15 The NPPF requires Local Planning Authorities to give great weight to the conservation of heritage assets, para 132 states:

When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation. The more important the asset, the greater the weight should be. Significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting. As heritage assets are irreplaceable, any harm or loss should require clear and convincing justification.

3.16 The original house built in 1760 was transformed into a neo-classical mansion in around 1800, set in landscaped grounds. Since then the building has been significantly extended in the nineteenth, twentieth and twenty first centuries and therefore levels of significance vary considerably across the site. The applications relate to the Lutyens wall and the West Wing to the north west of Hurlingham House.

3.17 The West Wing was developed in phases during the twentieth century. It is located behind the western half of the elliptical wall built in 1906 by celebrated architect Edward Lutyens to enclose the carriage approach at the rear of Hurlingham House, now known as the Horseshoe Courtyard. The West Wing is also located to the rear of the historic northern wall enclosing Rose Court. The remaining external elevations at ground floor level to the west and north are modern. With the exception of a single

internal connection to the Harness Room, which overlooks Rose Court, access into the West Wing is independent. The eastern entrance from the Horseshoe Courtyard is through an opening in the Lutyens wall and the western entrance is from the modern Dolphin Court. The West Wing developed in the 1930s with the construction of a pair of squash courts (Nos. 1 & 2), directly behind the Lutyens wall, the northern elevation being up directly off the Lutyens wall with the coping stones relocated to the parapet of the squash courts. Two further squash courts were built by the 1970s (Nos. 3 & 4) and the remainder of the West Wing was completed by the addition of the Fitness Centre between 1989 and 1992.

3.18 The proposal involves a comprehensive redevelopment of the West Wing, whilst retaining the Lutyens wall and the northern wall enclosing Rose Court which are of high significance. The 1930s, 1970s and late twentieth century elements which are to be demolished are considered to be of low significance, having little architectural or historic interest. The proposed redevelopment of the West Wing brings the opportunity to better integrate it with the Lutyens wall and improve the setting of the main house. The piecemeal development of the West Wing behind the western half of the Lutyens wall during the last century has resulted in a disjointed roofscape with external plant which is highly visible from within the Horseshoe Courtyard and detracts from the setting of the main house. The building up of the Lutyens wall to form the northern elevation of squash courts Nos. 1 & 2 has been particularly harmful.

3.19 The proposed replacement West Wing would be a well designed structure, respectful of its historic setting with a curving brick wall at first floor level set back behind the Lutyens wall and a harmonious roofscape with a monopitch roof clad in zinc. The curved wall would be articulated with rectangular windows centred between the piers of the Lutyens wall below. The height and massing would complement the recent extensions in brickwork on the east side of the Horseshoe Courtyard at first floor level, which are both recessive and subtle. In terms of height the West Wing would have a subservient relationship to the main house. Heritage benefits include reinstatement of the Lutyens wall at its correct height and restoration of its coping stones following demolition of the intrusive northern elevation of squash courts Nos. 1 & 2 and reinstatement of the missing plinth to the Horseshoe Courtyard elevation. No new openings would be made in the Lutyens Wall. Although the overall massing of the replacement West Wing would be greater than at present, it would provide a calm and consistent backdrop to the Lutyens wall, enhancing its setting. There is a significant gap at first floor level above the Harness Room between the redeveloped West Wing and the main house, which provides a break in the built form and clear separation between architectural elements of different periods.

3.20 The greatest change would be on the west side of the West Wing, viewed from the landscaped grounds in conjunction with Rose Court and the west elevation of Hurlingham House. Some elements of the modern brick elevations to the Fitness Centre at ground floor level to Wisteria Walk and to the north will be retained. The pergola to Wisteria Walk will be replaced with a dark painted steel version and the wisteria will be retained and protected during the excavation and construction works. The design concept has its origin in the relationship between country house and pavilion. The west elevation would be well balanced, with a central brick loggia flanked by a recessed scalloped shell roof form over the main swimming pool to the north and a recessed curved glazed screen beneath brise soleil and a pitched zinc roof to the restaurant to the south. The scalloped shell roof is inspired by groin vaults that feature in Lutyens' work, which creates five clerestory windows within semi-circular brick arches

on the west elevation set within a zinc clad roof. The loggia would stand proud of the adjacent roof forms and form a distinctive focal point on the elevation. The first floor terrace overlooking the grounds would soften the massing at the corner of the new building. Finally, at first floor level above the retained northern wall of Rose Court, the language of a recessed brick elevation with rectangular windows is repeated from the Horseshoe Courtyard elevation.

3.21 Internally, elements of the inside elevation of the Lutyens wall will be exposed within the new facilities.

3.22 The excavation of a basement beneath the replacement West Wing would not harm the character, appearance or setting of the listed building. The new West Wing would form a clearly separate architectural element to the original Hurlingham House and would not feature lightwells that might otherwise draw attention to the presence of a basement. There would be no internal connection between the basement and any part of the main house. Access would continue to be largely independent with the same single internal connection at ground floor level between the West Wing and the Harness Room. The size of the proposed basement is considered proportionate to the volume of the built form and the size of the site and would not harm the spatial hierarchy of the listed building or the relationship between the listed building and its outbuildings and extensions. Conditions will require the Lutyens wall and the north elevation to Rose Court to be protected during the demolition, excavation and construction works.

3.23 The proposals would result in the loss of two mature Lime trees which make a positive contribution to the character and appearance of the Conservation Area. However, they are not considered to be eligible for a Tree Preservation Order since they cannot be seen from the public highway and their amenity value can only be enjoyed privately. It is considered that their loss could be mitigated by replacement tree planting elsewhere on the site which will be secured by condition (Conditions 17, 18 and 19). See paragraphs 2.26 and 3.27 of this report.

3.24 The proposals would not cause harm to the character, appearance or settings of the listed buildings in accordance with s.16 and s.66 of the Planning (Listed Buildings and Conservation Areas) Act and would not harm the character and appearance of the Conservation Area in accordance with s.72 of the Planning (Listed Buildings and Conservation Areas) Act. The proposed development would be of a high quality of design and appropriate for its location within the Thames Policy Area. The proposals would not be harmful in the locally important view towards the Hurlingham Club from Putney Bridge or in views towards the local landmark of the Hurlingham Club from within its grounds, both of which are identified in Local Plan Policy DC7.

3.25 The applications may be approved subject to conditions. The proposals are in accordance with the NPPF, Local Plan Policies DC1, DC2, DC4, DC7, DC8, OS5, RTC3 and Planning Guidance SPD Design Policies AH 1, AH 2, CA G2 and G3

Trees:

3.26 The relevant planning policies in relation to trees is policy OS5 (Greening the Borough) which both require the protection of biodiversity in the borough including protecting and providing trees as necessary.

3.27 The proposed extension at ground floor level would result in the loss of two Lime trees to the south west corner of the existing West Wing. The applicant has submitted detailed information regarding a number of options which were considered prior to submission of the application which included the retention of the trees, however these could not provide the additional floor space required to cater for member needs and requests, and improvements to member facilities. In addition, the chosen location of the extension is relatively unconstrained in planning terms compared to the restrictions on all four sides of the West Wing, including the listed Lutyens' wall and club buildings, the entrance road, Blue Badge parking, and other important trees and the Wisteria Walk. As part of the landscaping proposals, three replacement trees will be planted. Conditions will be added to allow the Council to specify further details of the replacement species, the replacement tree locations, and secure replanting should they die or become diseased within the first five years (Conditions 17 and 18). It is therefore considered that on balance the loss of the two trees, subject to a suitable replacement planting scheme, would be acceptable in this instance. A condition will also secure measures to protect the existing trees during construction (Condition 19).

Residential Amenity:

3.28 Policy DC2 of the LP 2018 requires all proposals to be formulated to respect the principles of good neighbourliness and seeks to protect the existing amenities of neighbouring residential occupiers.

3.29 The proposed two-storey building is comparable in height to the existing buildings on site and would be located centrally within the Hurlingham Club away from the nearest residential buildings in Napier Avenue which are at least 100m from the application buildings. The height of the proposed building combined with its separation from the nearest residential property would not have any impact on outlook, daylight or privacy to neighbouring residential occupiers.

3.30 In terms of light pollution, given the setting away from residential properties, it is unlikely that the proposed building would result in any greater impact on any neighbouring properties when compared with the existing building. However, conditions 7 and 8 have been attached to require details of external and internal lighting to safeguard residential amenity. As such, the application is considered acceptable in terms of residential amenity, in accordance with Policy DC2 of the LP 2018.

Traffic Generation and Car Parking:

3.31 The NPPF requires developments that generate significant movement are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised; and development should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people.

3.32 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.

3.33 Local Plan Policy T2 supports the London Plan. Policy J1 states that all development proposals will be assessed for their contribution to traffic generation and their impact on congestion. Policy T4 of the LP set out vehicle parking standards, which brings them in line with London plan standards and circumstances when they need not be met. These are supported by SPD Transport Policies 1, 2, and 3.

3.34 The main entrance in Ranelagh Gardens has a public transport accessibility level of 5 using Transport for London's methodology. No additional parking is proposed for the enhancement of existing leisure facilities. There are currently a total of 300 car parking spaces provided within the Hurlingham Club estate. The proposed scheme includes a reconfiguration of existing car parking around the existing West Wing which will reduce car parking capacity by one standard parking space. Overall, the proposal will not result in an increase in parking spaces on site. The replacement West Wing will improve existing facilities and not facilitate an increase in membership. As such, transport impacts of the proposed development are not considered to be significant because the level of use will be as it is at present. Notwithstanding this, it is proposed to secure the submission of, and funding for, a Travel Plan through a Section 106 agreement in order to ensure that that more sustainable methods of transport are used for both members and visitors, and that additional events or functions can be controlled.

3.35 Arrangements for the servicing of the new West Wing will be the same as that of the existing facility. Current deliveries of food and beverages and swimming pool chemicals would be of larger quantities but would not require increased number of delivery vehicles. It is therefore considered that the trips associated with the development proposal will not have an adverse effect on the safety or operation of the existing access arrangements or the highway network.

3.36 It is considered that the proposed development complies with the requirements of London Plan policies 6.3, 6.9, 6.10, 6.13, and Local Plan policies T2, T4 and T6.

Cycle parking and refuse and recycling arrangements

3.37 With regards to cycle parking and refuse and recycling arrangements, these would continue to be carried out as per the existing situation. There would be no change to the number or frequency of refuse and recycling collections as a result of the proposed development. An increase in cycle parking spaces from 102 to 104 would be necessary to comply with the London Plan. The applicant has agreed that the additional two spaces be secured by condition (Condition 27).

Construction traffic

3.38 An outline Construction Logistics Plan has been submitted, which proposes a suitable holding area designated within the grounds of the Club, so that no vehicles would need to wait on Broomhouse Lane or Carnwarth Road. The proposals for servicing during the construction period, subsequent deliveries and waste removal arrangements are considered acceptable. There will be no significant additional impact upon strategic highways and public transport. The final construction management/logistics plan and a delivery and servicing plan are to be secured by condition (Condition 5).

3.39 Overall, subject to conditions and S106 obligations, the development is not expected to adversely impact on the local highway network. It is therefore considered

that the proposed development would not give rise to any material impact on the surrounding highway network. It is considered that the proposal would therefore not conflict with policies T2 and T6 of the LP 2018 in this regard.

Flood Risk and Sustainability:

Flood risk

3.40 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.

3.41 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.

3.42 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.

3.43 Local Plan policy CC3 requires that new development is designed to take account of increasing risks of flooding. Local Plan policy CC4 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.

3.44 The site is well defended by the existing flood defences such as the Thames Barrier and local river wall defences. However, in the unlikely event of these failing, the site could be impacted by floodwater. In terms of other potential risk, site investigations have found groundwater onsite at around 4-4.5m below ground level. There are no surface water flooding hotspots on the site although there could be a risk of sewer flooding. To mitigate the flood risks, the FRA outlines a number of mitigation measures. All foul water appliances in the basement will drain to a pumped system; the basement will be structurally waterproofed to protect against groundwater ingress; the site will be registered with the Environment Agency's free Flood Warning Service and a Flood Warning and Evacuation Plan is to be prepared although the FRA notes that in the event of a flood on-site, building occupants would have access to the first floor, so refuge could be provided here if necessary. A flood warning and emergency response plan ought to be prepared for the site and this is to be secured by way of condition (Condition 35).

Sustainable urban drainage

3.45 The FRA proposes to manage surface water run-off from the site by installing an underground soakaway where stormwater would be directed in order to soak into the underlying ground. Preliminary calculations show that a soakaway of 75m³ can accommodate run-off for all storm events up to the 1 in 100 year event with an allowance for climate change impacts. This approach is acceptable as it means that none of the run-off from the site is being directed into the sewer network and it would comply with the sustainable drainage requirements of Local Plan Policy DM CC3.

3.46 The FRA notes that further infiltration tests are required in order to finalise the design details of the soakaway. Therefore it is recommended that a condition be attached to any permission requiring the submission of details of the proposed soakaway and details of the maintenance regime (Condition 23).

Energy

3.47 A Sustainability Statement and Energy Assessment for the proposals have been provided which focuses is on carbon reduction. The baseline CO₂ emissions for the development if it was designed to meet the minimum requirements of the 2013 Building Regulations are calculated to be 235 tonnes a year. In order to meet London Plan Policy 5.2 requirements in terms of reducing CO₂ emissions, a 35% improvement beyond this needs to be achieved, equivalent to reducing emissions by 82 tonnes a year compared to the baseline.

3.48 The Energy/Sustainability Statement shows that a range of passive design and energy efficiency measures are proposed for the new build aspects, although the design is complicated in this respect by the need to integrate some retained features such as pool halls' southern wall, the Lutyen's Grade II listed wall and the pool tank, with the latter 2 of these in particular not performing very well in terms of insulation and heat loss.

3.49 The Statement proposes that a Combined Heat & Power (CHP) unit will be installed to help provide heat and also generate electricity for use on site where possible and exported to the grid where it can't be used on-site.

3.50 In addition to energy considerations, other issues are raised that will need to be taken into account, including noise, plant location and maintenance costs. The issue of emissions of NO_x is not highlighted. The CHP will be backed up by gas fired boilers which can also provide for peak demands for heat/power. The CHP system is calculated to reduce annual CO₂ emissions for the new development down to 190 tonnes. A CHP has been identified in the report as suitable and it provides a large benefit in terms of CO₂ reductions. Additional information was submitted to showing that the viability of the CHP, which has been reviewed by Council officers and found to be acceptable.

3.51 The potential for including on-site renewable energy generation has been assessed, but even though solar photovoltaic panels (PV) would be the most appropriate technology to combined with a CHP system, there is concern expressed about PVs impacting on the character and appearance of Hurlingham House. Council officers agree that solar PV installation on the new building would have unacceptable impacts in the designated heritage assets, and as such the conclusion to not install solar PVs is accepted in this instance.

3.52 The use of energy efficiency measures and the CHP system do not meet the CO₂ reduction target themselves. No other measures are proposed, so the shortfall of 37 tonnes is to be made up by making a payment in lieu to the council. The required payment is calculated to need to be £66,600. This will be used by the council to implement CO₂ reduction measures in the borough. The Energy Assessment would be secured by Condition 24 and the payment in lieu would be secured by a Section 106 agreement

Air quality

3.53 London Plan Policy 7.14 and Policy CC12 of the LP 2018 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.

3.54 The Council's Environmental Quality team have considered the proposal and have recommended a number of conditions relating to air quality, namely in relation to Air Quality Dust Management Plan, Low Emissions Strategy, and further details of the CHP units and the Ultra-Low NOx Gas fired boilers. This has been secured by Conditions 25-27.

Archaeology:

3.55 Paragraph 128 of the NPPF says that applicants should submit desk-based assessments, and where appropriate undertake field evaluation, to describe the significance of heritage assets and how they would be affected by the proposed development.

3.56 English Heritage has commented on the application and has stated that the proposal is unlikely to have a significant effect on heritage assets of archaeological interest.

3.57 The site does not lie within an archaeological priority area. An evaluation carried out to the north east of the site in 2014 did not record any significant archaeological remains. In the light of this along with conclusions set out in the submitted archaeological desk-based assessment, the site is considered to have a limited archaeological potential.

3.58 Although the proposals include a new basement, this lies within the footprint of the existing building, therefore when taking into consideration the low archaeological potential, the overall archaeological impact is likely to be negligible. No further conditions are therefore considered necessary.

Contamination:

3.59 Policy 5.21 of the London Plan, Policy CC9 of the LP 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.

3.60 Potentially contaminative land uses, past or present, are understood to occur at, or near to, this site. In order to ensure that no unacceptable risks are caused to humans, controlled waters, or the wider environment during and following the development works conditions would be attached covering the assessment and remediation of contaminated land if the application were to be approved (Conditions 31 - 33).

Community Infrastructure Levy:

3.61 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 £144,990.58 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:

3.62 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 in order 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 £78,380.98 based on the additional floorspace has been calculated.

Planning obligations

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

3.64 Site-specific contributions would be included in the S106 agreement and would include the following:

- Travel Plan and monitoring fees
- A unilateral undertaking with respect to making a financial contribution of £66,600 to assist in achieving carbon reductions off-site in lieu of the deficiency in carbon reduction associated with the development
- Commitment to meet the costs of the Council's Legal fees.

3.65 Overall, the proposed development is considered to be acceptable subject to conditions and s106 obligations.

4.0 CONCLUSION

4.1 The proposed development would retain the wall which is Listed and would create an improved sports facility that would preserve the setting of the Conservation Area and preserve the openness of the Metropolitan Open Land. The loss of the two Lime trees is acceptable subject to satisfactory replacement. The design, height and massing of the

development would be compatible with the retained facade of the Listed Lutyens Wall and the surrounding development. 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 considered to be in accordance with relevant national guidance, London Plan policies, the Local Plan, and Planning Guidance Supplementary Planning Document Policies.

5.0 RECOMMENDATION

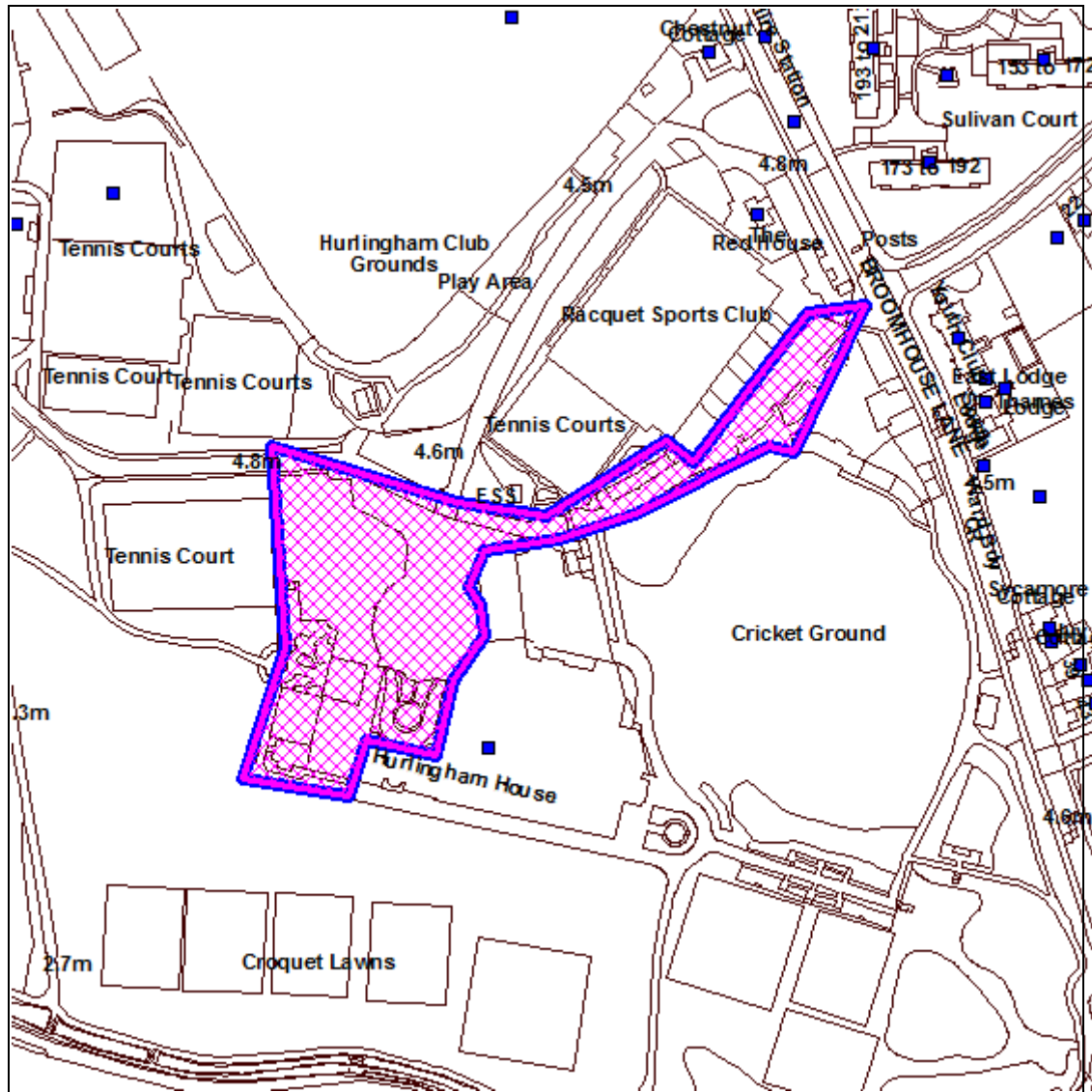
5.1 Subject to there being no contrary direction from the Mayor of London, Committee resolve that the Director for Regeneration, Planning and Housing Services be authorised to determine the application and grant permission upon the completion of a satisfactory legal agreement and subject to conditions.

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

Ward: Palace Riverside

Site Address:

Hurlingham Club Ranelagh Gardens London SW6 3PR



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Reg. No:
2017/02968/LBC

Case Officer:
Graham Simpson

Date Valid:
28.07.2017

Conservation Area:
Hurlingham Conservation Area - Number 4

Committee Date:
06.03.2018

Applicant:

Hurlingham Club
Hurlingham Club Ranelagh Gardens Fulham London
SW6 3PR

Description:

Demolition of the existing two storey plus basement West Wing (with the exception of the existing Lutyens Wall which is to be repaired and restored) and the erection of a part one, part two storey plus basement replacement building to include two swimming pools, fitness studios, changing rooms, brasserie, sports bar, terrace, kitchens, and associated ancillary rooms in connection with the existing club.

Drg Nos: 040 p5; 041 p5; 045 p5; 101 p5; 102 p34; 103 p35; 104 p33;105 p30; 107 p3; 110 p3; 111 p13; 112 p13; 115 p4; 120 p11;121 p8; 365.1 p1; 365.2 p1

Application Type:

Listed Building Consent

Officer Recommendation:

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

- 1) The works hereby granted consent shall not commence later than the expiration of 3 years beginning with the date upon which this consent is granted.

Condition required to be imposed by Section 18(1) (a) of the Planning (Listed Buildings and Conservation Areas) Act 1990 (as amended by section 91 of the Planning and Compensation Act 2004).

- 2) The works hereby approved are only those specifically stated in the written description and indicated on the approved drawing numbers outlined above.

In order to safeguard the special architectural or historic interest of the building, in accordance with policy DC8 of the Local Plan (2018).

- 3) All works of making good shall match the existing fabric in every respect. In particular repairs and works to make good the original parquet flooring, including where partitions are removed, should match the existing flooring.

In order to safeguard the special architectural or historic interest of the building, in accordance with policy DC8 of the Local Plan (2018).

- 4) The works hereby permitted shall not be undertaken before:
 - (i) a signed building contract for the redevelopment of the site in accordance with this Listed Building Consent has been submitted to and approved in writing by the Council.
 - (ii) written notice of the start date for the demolition process has been submitted to the Council. Such notification shall be to the Council's Head of Development Management and shall quote the application reference number specified in this decision letter.

In order to safeguard the special architectural or historic interest of the building, in accordance with policy DC8 of the Local Plan (2018).

- 5) A detailed structural engineer's report and method statement bespoke to the site for the basement excavation works hereby approved, including details of any temporary works required to facilitate the basement excavation works, the proposed means of protection of the fabric and structure during the basement excavation works and confirming that there will be no damage to the listed building, shall be submitted to and approved in writing by the Council prior to the commencement of any excavation work. The works shall be carried out in accordance with the approved details.

In order to safeguard the special architectural or historic interest of the building, in accordance with policy DC8 of the Local Plan (2018).

- 6) The works hereby permitted shall not be undertaken before details of a timber site hoarding have been submitted for approval. The site hoarding shall be erected in accordance with the approved details, prior to the commencement of demolition and shall be retained for the duration of the demolition, excavation and construction works.

In order to safeguard the special architectural or historic interest of the building, in accordance with policy DC8 of the Local Plan (2018).

- 7) A method statement for the repair of the internal face of the Lutyens wall shall be submitted to and approved in writing by the Council prior to demolition commencing. A sample repair patch shall be prepared for the inspection of the Council's Conservation Officer. The works shall be undertaken in accordance with the approved details.

In order to safeguard the special architectural or historic interest of the building, in accordance with policy DC8 of the Local Plan (2018).

- 1) It is considered that the proposal would not adversely affect the special architectural or historical merit of the property, nor would it affect its original appearance. In this respect the proposal complies with the NPPF (2012), London Plan Policy 7.1, 7.2, 7.4, 7.5 and 7.6 (2011), Core Strategy Policy BE1 (2011), Policies OS2, OS4, DC1, DC2 and DC8 of the Local Plan (2018), and SPD Design Policies of the Planning Guidance SPD (2018).

LOCAL GOVERNMENT ACT 2000 LIST OF BACKGROUND PAPERS

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

Application form received: 27th July 2017

Drawing Nos: see above

Policy documents: National Planning Policy Framework (NPPF) 2012
The London Plan 2016
LBHF - Local Plan 2018
LBHF - Supplementary Planning Document 2018

Consultation Comments:

Comments from:

Hammersmith & Fulham Historic Buildings Group
Historic England London Region

Dated:

24.09.17
22.08.17

Neighbour Comments:

Letters from:

25 Alder Lodge 73 Stevenage Road London SW6 6NP
putney 42 kenilworth court london sw15 1en
78 Rivermead Court Ranelagh Gardens London SW6 3RZ
18 Coniger Road London SW6 3TA
4 Queen's Club Terrace London W14 9TA
NAG
78 Rivermead Court London SW6 3RZ
78 Rivermead Court Ranelalgh Gardens London SW6 3RZ
NAG

Dated:

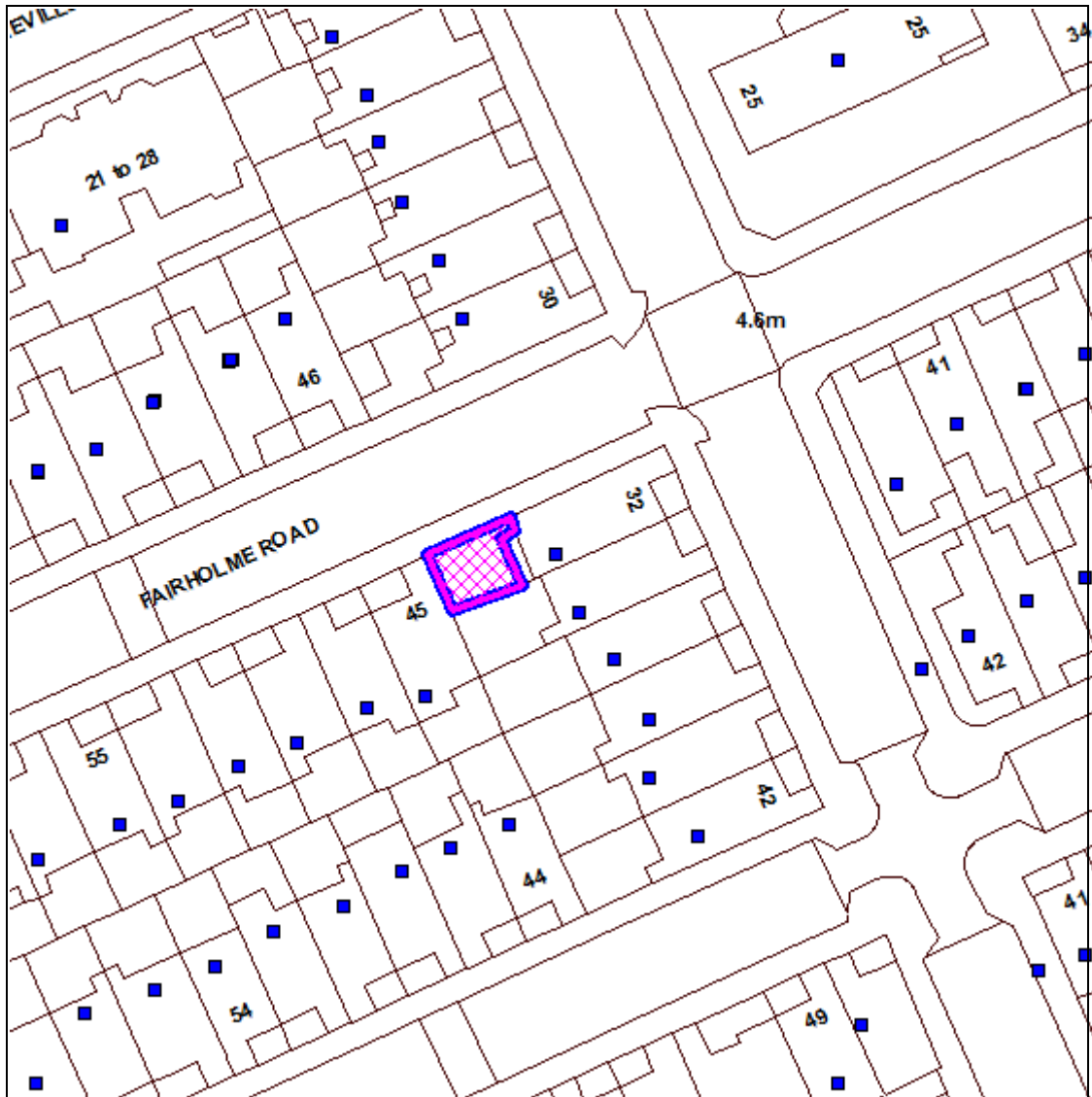
14.09.17
08.12.17
30.08.17
08.09.17
19.09.17
25.09.17
30.08.17
30.08.17
16.10.17

Refer to report for application ref. 2017/02967/FUL for details.

Ward: North End

Site Address:

32A Vereker Road London W14 9JS



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Reg. No:

2017/04889/FUL

Case Officer:

Daniel Allen

Date Valid:

21.12.2017

Conservation Area:

Constraint Name: Baron's Court Conservation Area
- Number 27

Committee Date:

06.03.2018

Applicant:

Mr Joseph Asombang
32a Vereker Road London W14 9JS

Description:

Replacement of existing roof with a new raised mansard roof, including skylights; excavation of the basement to provide accommodation at lower ground floor in connection with the existing residential unit; repairs to the brickwork, parapet and doorway portico and replacement of the existing window with double glazing and replacement of the front door to the Fairholme Road elevation (Revised description).
Drg Nos: OS-01-C; GA-02-C; GA-03-C; EL-02-C; EL-03-C; EL-04-C - Proposed Rear Elevation; SC-02-C; Flood Risk Assessment; Construction Method Statement; received 20/12/2017.

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 hereby permitted shall be built in complete accordance with the submitted drawings: OS-01-C; GA-02-C; GA-03-C; EL-02-C; EL-03-C; EL-04-C - Proposed Rear Elevation; SC-02-C.

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

- 3) A detailed structural engineer's report and method statement bespoke to the site for the development hereby approved, including details of any temporary works required to facilitate the excavation and construction works, the proposed means of protection of the structure of the retained elements of the existing building during excavation and construction works, and confirmation that there will be no damage to the structure of the elements of the existing building to be retained as a result of the excavation and construction works, shall be submitted to and approved in writing by the Council prior to the commencement of development. The works shall be carried out in accordance with the approved details.

In order to protect the structure of the building and to safeguard the special architectural or historic interest of the Barons Court Conservation Area in accordance with policy DC1 and DC8 of the Local Plan (2018).

- 4) Prior to commencement of the development hereby approved, a Construction Logistics Plan (in compliance with TfL Construction Logistics Plan Guidance) and a Construction Management Plan shall be submitted to and approved in writing by the Council. Details shall include control measures for dust, noise, vibration, lighting, delivery locations, restriction of hours of work and all associated activities audible beyond the site boundary to 0800-1800hrs Mondays to Fridays and 0800-1300hrs 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 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 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 CC13 of the Local Plan (2018).

- 5) Any alterations to the elevations of the existing building (including works of making good) shall be carried out in the same materials as the existing elevation to which the alterations relate, and any repairs to the existing brickwork shall be carried out using matching brick, mortar, and pointing.

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

- 6) The pitched faces of the roof extension hereby approved shall be clad in slates, and shall thereafter be retained as such.

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

- 7) Prior to commencement of the development hereby permitted, further details, and detailed elevational and section drawings at a scale of 1:20, of the double glazed window to be inserted into the front elevation of the building shall have been submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried out in accordance with the approved details.

To ensure that any replacement windows on the front elevation have a similar appearance to the existing and are in keeping with the appearance of the surrounding area, in accordance with Policies DC1, DC4, DC6, and DC8 of the Local Plan (2018).

- 8) The new roof lights hereby approved shall not protrude more than 150mm from the existing roof slope.

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

- 9) The development hereby permitted shall not be occupied until the new rooflights to be inserted within the eastern roofslope have been installed with obscure glazing, which shall thereafter be retained as such.

In order to ensure that the glazing would not result in overlooking and any subsequent loss of privacy, in accordance with policies DM HO11 and DC4 of the Local Plan (2018) and Key Principle HS7 of the Planning Guidance Supplementary Planning Document (2018).

- 10) No water tanks, water tank enclosures or other structures shall be erected upon the flat roof of the extension hereby permitted.

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

- 11) No plumbing, extract flues or pipes, other than rainwater pipes, may be fixed on the front elevation of the building.

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

- 12) The basement floorspace hereby approved shall not be converted to use as a separate dwelling, and shall only be used in connection with, and ancillary to, the use of the remainder of the application property as a single dwelling 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 dwelling house, would raise materially different planning considerations that the council would wish to consider at that time, in accordance with Policies DM H1, T2 and CC3 of the Local Plan (2018).

- 13) Prior to occupation of the development hereby permitted, flood mitigation/proofing measures shall have been implemented in accordance with the details contained within the approved Flood Risk Assessment, and a non-return valve and pump device should be installed to prevent sewage 'back-surfing' into the basement in times of heavy rain and to allow the property's sewage to continue to flow properly into the sewer network. The measures shall thereafter be retained in perpetuity.

To protect the dwelling from flooding, as recommended by Thames Water and in accordance with Policy CC3 of the Local Plan (2018), London Plan (2011) Policy 5.12 and Part 10 of the NPPF.

Justification for Approving the Application:

- 1) It is considered that the proposal would not have an unacceptable impact on the existing amenities of the occupiers of neighbouring residential properties, and would be of an acceptable visual appearance. Further it is considered that the development would preserve the character and appearance of the conservation area. In this respect the development is judged to be acceptable when assessed

against Policies HO11, DC1, DC4, DC6, DC8, DC11, and CC3 of the Local Plan (2018), and Key Principles HS6, HS7, CAG3, FR1, FR3, and FR6 of the Planning Guidance SPD (2018).

LOCAL GOVERNMENT ACT 2000 LIST OF BACKGROUND PAPERS

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

Application form received: 20th December 2017
Drawing Nos: see above

Policy documents: National Planning Policy Framework (NPPF) 2012
The London Plan 2016
LBHF - Local Plan 2018
LBHF - Supplementary Planning Document 2018

Consultation Comments:

Comments from:	Dated:
Thames Water - Development Control	22.12.17
London Underground Limited	08.01.18

Neighbour Comments:

Letters from:	Dated:
6 Cloncurry Street London SW6 6DS	29.01.18
36a Vereker Road West Kensington W14 9JS	01.02.18
36a Vereker Road West Kensington W14 9JS	01.02.18
36 Vereker Road London W14 9JS	30.01.18
29 Kingscroft Road Leatherhead KT22 7BU	23.01.18
Lower Garden Flat 28 Vereker Road LONDON W14 9JS	31.01.18
48b Comeragh Road London W14 9HR	15.01.18
n/a West Kensington, London W14 9AS	17.01.18
32 Vereker Road London W14 9JS	01.02.18
36 Vereker Rd London W14 9JS	19.01.18
4 The Square Hamble Southampton SO31 4LS	23.01.18
Well Lane Cottage 5 The Square Hamble Hants SO31 4LS	23.01.18
56, Fairholme Road London W14 9JY	09.01.18
56, Fairholme Road London W14 9JY	09.01.18
94A Edith Road London W14 9AP	15.01.18
4 Queens Club Terrace London W14 9TA	10.01.18
52A Fairholm Road	06.02.18
32 Vereker road London w14 9js	13.02.18
Flat 18 Palace Place Mansions 36 Kensington Court W8 5BB	17.01.18
12 Vereker Road London W14 9JR	25.01.18
7 Margravine Gardens London W6 8RL	23.01.18

Ground Floor Flat 36 Vereker Road London W14 9JS	31.01.18
32 Vereker Road London W14 9JS	13.02.18
71 Westfield Road Reading RG4 8JL	05.02.18
2 St Dunstons Road London W6 8RB	31.01.18

OFFICER'S REPORT

1.0 BACKGROUND

1.1 The application site relates to the single storey building at the rear of No.32 Vereker Road, known as 32A Vereker Road. The building occupies the whole site and is accessed from Fairholme Road. The site is surrounded by residential properties. Immediately to the west is No.45 Fairholme Road, the rear gardens of No.34 and No.36 Vereker Road are to the south, with No.32 Vereker Road to the east.

1.2 The site is situated within the Barons Court Conservation Area and within Flood Risk Zones 3, but is not subject to any Article IV directions. None of the buildings on or immediately surrounding the site are listed buildings or locally listed Buildings of Merit.

1.3 Relevant Planning History:

32A Vereker Road:

In February 2017 planning permission was refused (2016/05386/FUL) for the replacement of the existing roof with a new raised mansard roof; excavation of the basement to provide accommodation at lower ground floor; alterations to the Fairholme Road elevation in connection with the formation of a 2 bedroom self-contained unit, on the grounds of inadequate living environment for future occupiers.

In April 2017 a Certificate of Lawfulness was refused (2017/00841/CLE) for the continued use of the building as a single studio dwelling house, on the grounds of insufficient information. This application is currently subject to an appeal.

In April 2017 planning permission was refused (2017/00855/FUL) for the replacement of the existing roof with a new raised mansard roof; excavation of the basement to provide accommodation at lower ground floor; alterations to the Fairholme Road elevation in connection with the formation of a 2 bedroom self-contained unit, on the grounds of inadequate living environment for future occupiers.

In July 2017 a Certificate of Lawfulness was refused (2017/02152/CLE) for the continued use of the building as a single studio dwelling house, on the grounds of insufficient information.

In July 2017 planning permission was refused (2017/02159/FUL) for the replacement of the existing roof with a new raised mansard roof; excavation basement to provide accommodation at lower ground floor; alterations to the Fairholme Road elevation in connection with the formation of a 2 bedroom self-contained unit, on the grounds of inadequate living environment for future occupiers.

In November 2017 a Certificate of Lawfulness was granted (2017/03557/CLE) for the continued use of the building as a single dwelling house.

In December 2017 planning permission was refused (2017/03558/FUL) for the demolition of front elevation and removal of roof of existing building and erection of a two storey plus basement building in connection with the formation of a 2 bedroom self-contained unit, on the grounds of inadequate living environment for future occupiers.

1.4 The current application follows on from the grant of a Certificate of Lawfulness which established the lawful use of the site as a dwelling house. The proposals seek alterations to a residential building which includes the following elements: the replacement of the existing flat roof with a raised mansard roof, including skylights; excavation of the basement to provide accommodation at lower ground floor in connection with the existing residential unit; repairs to the brickwork, parapet and doorway portico and replacement of the existing window with double glazing and replacement of the front door to the Fairholme Road elevation.

2.0 PUBLICITY AND CONSULTATION RESPONSES

2.1 The planning application was advertised by letters sent to 107 surrounding properties. Site and press notices were also published to advertise the application.

2.2 In total 21 comments were received, including 20 objections and 1 letter of support.

2.3 The objections can be summarised as follows:

- Sub-standard quality of accommodation;
- Inadequate daylight/sunlight, outlook, and internal/external amenity space;
- Overdevelopment in terms of intensification of use, form, and height;
- Design of fenestration and roof form;
- Not in keeping with the conservation area;
- Unneighbourly due to loss of daylight/sunlight, outlook, and privacy/overlooking;
- Local parking concerns;
- Accessibility of the proposed development;
- Siting of waste/recycling;
- Flood risk;
- Structural damage and/or subsidence to neighbouring properties;
- Noise and disturbance during the construction phase;
- Quality/accuracy of the submitted drawings.

2.4 Transport for London (London Underground) were consulted and raise no comment on the application.

2.5 Thames Water were consulted and raise no objection to the application subject to informative.

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 Development Plan, comprising the Local Plan (2018) and the Planning Guidance Supplementary Planning Document (2018), are: the impact of the development on the character appearance of the host property, streetscene, and Barons Court conservation area; the impact upon neighbours'

residential amenity; impact upon parking demand and the highway; and; the impact of the development on the environment.

LAND USE

3.2 On 22 November 2017, following the refusal of several recent certificates of lawfulness, a certificate was granted (ref: 2017/03557/CLE) for the continued use of the building as a single dwelling house. The current planning application follows recent refusals of planning permission (ref: 2016/05386/FUL, 2017/00855/FUL, and 2017/03558/FUL) to demolish the buildings and erect a new dwelling house. The grounds for refusal on those applications related to poor living conditions for future occupiers.

3.3 Unlike the certificates of lawfulness where the applicant needed to submit evidence to demonstrate whether the existing use of a building was lawful and did not require planning permission, the planning applications need to be judged against local plan policies. As the previous planning applications related to the formation new build dwellings, they failed to meet achieve acceptable standards in terms of quality of outlook, daylight, and room sizes for future occupiers. However, the current application no longer involves demolition and the existing main elevation fronting Fairholme Road would retained. The proposals only involve alterations and repairs to a retained residential building to create a three-storey, two-bedroom dwelling house.

HERITAGE, CHARACTER, AND APPEARANCE

3.4 Given the context of the application site, in respect of its siting within the conservation area, regard will be had to the general duties expressed within Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990, which states that: 'In the exercise, with respect to any buildings or other land in a conservation area...special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area', together with the requirements of the NPPF.

3.5 Paragraph 56 of the NPPF states that 'the government attaches great importance to the design of the built environment. 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 regard to their design, pertinent London Plan Policies include Policies 7.4 and 7.8 which require development to have regard to the pattern and grain of the existing site context, to contribute positively toward the character of a place, be informed by the surrounding historic environment, and be adaptable to the changing needs of users and the neighbourhoods in which the developments are located. 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.'

3.6 Policies DC1 (Built Environment) and DC4 (Alterations and Extensions) of the Council's Local Plan (2018) require a high standard of design in all alterations, and that extensions to existing buildings be compatible with the scale and character of existing and neighbouring development and their setting, integrated into the architectural design of the existing building, and subservient in terms of its bulk, scale, materials, and design. In addition Policy DC6 (Replacement Windows) states that replacement windows should respect the architectural character of the building with regards to their

design and use of materials, matching the original windows as closely as possible. Policy DC8 (Heritage and Conservation) seeks to protect, restore or enhance the quality, character, appearance and setting of the borough's historic environment including its conservation areas and is supported by Key Principle CAG3 of the Planning Guidance SPD (2018).

3.7 The site is within the Barons Court Conservation Area, where the Conservation Area Character Profile (para 6.17) notes that properties should be retained in their original condition, and existing brick elevations...should be maintained and appropriately repointed where necessary (para 6.18). In discussing windows, para 6.21 states that original architectural features, to include windows, should be maintained wherever possible. Where renewal is unavoidable it is encouraged that these are replaced with exact replicas.

3.8 Unlike the previously refused planning applications, the proposal no longer includes the demolition of the existing front elevation, rather its retention together with repairs, and a new pitched roof to replace the existing flat roof, with larger basement to provide additional living accommodation.

3.9 The existing front elevation of the property has a 'run-down' appearance. The submitted plans show that the proposal includes the retention and repair/restoration of the brickwork to this elevation, to include the soldier course capping and decorative brick banding (over three courses). Other alterations to this elevation include the repair of the entrance architrave, and the installation of double glazed windows of the same design as the existing single glazed frames. All of these alterations are modest and would improve the appearance of the building. A condition would be imposed to ensure the retention of the front elevation (Condition 3) and that the brickwork to this elevation is repaired with matching (reclaimed) bricks, and utilising matching pointing etc (Condition 5). The replacement window to the front elevation would retain the same 'slim' profile of the existing window frame and mullions/glazing bars. A high quality crittal-frame window would achieve such a sympathetic result (Condition 7).

3.10 The building comprises a mostly flat roof which rises to a sharp pitch towards the northern elevation nearest the street. The proposed grey slate replacement roof raises the height of the existing flat roof by between 370mm and 800mm and mirrors the pitched elevation along both northern, east and southern sides of the property. The new roof would include rooflights and skylights. Overall, the increased ridge height and the form of the roof proposed would be subservient and therefore be visually acceptable. It would be compatible with the scale and character of existing development, and the materials can be secured by way of condition (Condition 6).

3.11 Local Plan Policy DC11 (Basements and Lightwells) states that new basement accommodation will be permitted only where [inter alia] it does not extend into or underneath the garden greater than 50% of the depth of the host building, or garden; does not comprise more than one storey; there is no unacceptable impacts on the amenities of adjoining properties or the historic or natural environment during and post construction; and does not increase the chance of flood risk.

3.12 The proposal involves excavation of the existing floor by 1m to 3.3m to enable the creation of three internal floors within the existing dwelling. The internal area of the building is already 'sunk' by approximately 2.3metres below street level and is accessed via a staircase inside the front door. As the excavation remains within the footprint of the

existing basement, the additional excavation works are considered acceptable and accord with Policy DC11 of the Local Plan.

3.13 From the main Fairholme Road elevation the existing building has a single storey appearance and is situated between Nos.32 Vereker Road and 45 Fairholme Road which are both three storey end-terrace properties. The proposed alterations to the elevation are in keeping with the existing building and the proposed new roof would be modest and sympathetic in its scale. In terms of the conservation area impact, Officers consider that the proposals are modest and would preserve and enhance the character of the Barons Court conservation area.

3.14 Overall, subject to appropriate conditions, the proposed development preserves the visual amenities of the host building, streetscene, and character of the Barons Court conservation area in accordance with Policies DC1, DC4, DC6, DC8, and DC11 of the Local Plan (2018) and CAG3 of the Planning Guidance SPD (2018).

RESIDENTIAL AMENITY

3.15 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. Local Plan Policies HO11 and DC4 require that development proposals be formulated to respect the principles of good neighbourliness, and seek to protect the amenities of neighbouring residential properties in terms of outlook, light, privacy and noise and disturbance. The above is supported by Key Principles HS6 and HS7 of the Planning Guidance SPD (2018).

Outlook and daylight:

3.16 Key Principles HS6 and HS7 (i) acknowledge 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.

3.17 The siting and orientation of the existing building, due to its position between Nos.32, 34, and 36 Vereker Road already breaches this standard. Although the proposals raise the height of the existing flat roof by approximately 800mm (370mm higher than the pitch roof to the front), the new roof would be set inside the existing party boundaries, and would slope away from the neighbouring properties. In particular the roof is set back from the boundary with No.32 Vereker Road by 200mm. In this form and design, Officers consider that the increase in the ridge height would not worsen the existing arrangement, so as to warrant refusal of the application.

Privacy:

3.18 SPD Key Principle HS7 (iii) 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.

3.19 The only additional windows would be within the new pitched roof. Due to their siting, none of the new and/or replacement windows would provide additional opportunities for overlooking or result in any loss of privacy. While the new window to

the front elevation would be transparent, rather than obscured as existing, it would be no closer to the opposing properties than the existing windows within the adjoining properties. In this respect, the proposal complies with Key Principle HS7(iii).

3.20 Given the above, the proposed development complies with Policy HO11 and DC4 of the Local Plan (2018) and Key Principles HS6 and HS7 of the Planning Guidance SPD (2018).

HIGHWAYS AND PARKING

3.21 Local Plan Policy T1 (Transport) supports the London Plan, with Policy T2 (Transport Assessments and Travel Plans) stating that all development proposals will be assessed for their contribution to traffic generation and their impact on congestion, with Policy T4 setting out vehicle parking standards.

3.22 No off-street parking has been included with the proposal. As a certificate of lawfulness has already been granted which establishes the continued use of the building as a single dwelling house (2017/03557/CLE), the Council is unable to exercise any planning control with regards to parking restrictions upon this property.

Waste Management

3.23 During the application consultation period, representations were received regarding the provision of appropriate facilities for the storage and disposal of refuse and recycling. As noted above, as a certificate of lawfulness has been granted for the continued use of the building as a single dwelling house (2017/03557/CLE), the residential use of the property has been established and the Council is unable to exercise any planning control with regards to the waste management arrangements of this property.

Impact of building work

3.24 Local Plan Policy CC13 (Control of Potentially Polluting Uses) states that 'all proposed developments will be required to show that there will be no undue detriment to the general amenities enjoyed by existing surrounding occupiers of their properties'. This is supported by Key Principle NN6 (Construction and demolition works) of the Planning Guidance SPD (2018) which requires consideration of the impact of demolition and construction works upon the amenity (noise, vibration and dust) of neighbouring properties through the submission of a Demolition Method Statement and/or Construction Management Statement.

3.25 A condition would be attached to any permission requiring a Construction Management Plan and a Construction Logistics Plan be submitted (Condition 4), to ensure that the amenities of local residents were protected as far as possible during the construction phase.

FLOOD RISK

3.26 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'.

3.27 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.

3.28 Policy CC3 (Minimising Flood Risk and Reducing Water Use) of the Local Plan requires that new development is required to reduce the use of water and to minimise current and future flood risk. This is supported by Policy CC4 (Minimising Surface Water Run-off with Sustainable Drainage Systems) which seeks that developments manage surface water run-off and to promote the use of water efficient fittings and appliances.

3.29 The site is in the Environment Agency's Flood Zone 3. Flood Risk Zone 3 indicates a high level of flood risk from the Thames. However, a high level of flood protection is provided by the Thames Barrier and local flood defences. In this part of the borough, if the defences failed or if a breach occurred, the site could be affected by rapid inundation.

3.30 As required, a Flood Risk Assessment (FRA) has been submitted with the application, which provides details of adequate flood proofing measures to the proposed basement accommodation and notes the use of water efficiency measures. Following review by Officers of the Council's Environmental Policy team, given the nature and location of the proposals, the submitted FRA outlines adequate flood protection and water efficiency measures, and their implementation can be conditioned as part of any planning consent. Subject to such a condition the proposed development is considered to be compliant with Policy CC3 of the Local Plan (2018).

LAND CONTAMINATION

3.31 The Council's Land Contamination Team have reviewed the proposal and raise no objection subject to the inclusion of an informative on any consent. The proposals comply with Policy CC9 (Contaminated Land) of the Local Plan (2018).

4.0 CONCLUSIONS and RECOMMENDATION

4.1 It is considered that the proposal would not have an unacceptable impact on the existing amenities of the occupiers of neighbouring residential properties, and would be of an acceptable visual appearance. Further it is considered that the development would preserve the character and appearance of the conservation area. 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.

DATE: 6th MARCH 2018

PLANNING AND DEVELOPMENT CONTROL COMMITTEE

SUBJECT:

CONFIRMATION OF TREE PRESERVATION ORDER T410/12/17

LAND AT 6 SHEPHERD'S BUSH PLACE, W12

WARD/S:

SHEPHERD'S BUSH GREEN

CONTRIBUTORS:

REGENERATION, PLANNING & HOUSING SERVICES
TRANSPORTATION & HIGHWAYS

RECOMMENDATION:

The Committee resolve that the Tree Preservation Order T410/12/17 be confirmed.

CONFIRMATION OF TREE PRESERVATION ORDER T410/12/17
LAND AT 6 SHEPHERD'S BUSH PLACE, W12

1 DOCUMENTATION

1.1 Location plan. Photograph of Birch tree taken from Shepherd's Bush Place.

2 BACKGROUND

2.1 On 6th December 2017 delegated authority was given to make a Tree Preservation Order covering one Birch tree within the front garden of a house in the Shepherd's Bush Conservation Area. The Order was made under Section 201 of the Town and Country Planning Act 1990 and became effective for a period of six months from 11th December 2017.

2.2 The Order was made following receipt of a Conservation Area Tree Works Notice (2017/04256/TREE) to fell the tree.

2.3 Under the Tree Regulations the Council is obliged to consider any objections or representations to the Order, made within 28 days of its service before confirming it. One email from 2 Shepherd's Bush Place (10th January 2018) and one letter from 6 Shepherd's Bush Place (14th January 2018) were received.

2.4 The tree is highly visible from the street in Shepherd's Bush Place. The Council's Arboricultural Officer has stated that the tree is a specimen which appears to be in good condition. The tree is considered to make a positive contribution to the character and appearance of the Conservation Area and to amenity within the local area. The tree acts as a green foil to the surrounding development.

2.5 At the time of writing Policy DM E4 of the Council's adopted Development Management Local Plan states that:

"The council will seek to enhance biodiversity and green infrastructure in the borough by:

- Protecting back gardens from new development and encouraging planting in both back and front gardens; and*
- Seeking to prevent removal or mutilation of protected trees and seeking retention of existing trees..."*

2.6 By the time of the PADCC meeting the Council's new Local Plan will have replaced the Development Management Local Plan. Policy OS5 of the Local Plan states that:

'The council will seek to enhance biodiversity and green infrastructure in the borough by:

- a. maximising the provision of gardens, garden space and soft landscaping, seeking green or brown roofs and other planting as part of new development;*
- b. protecting back, front and side gardens from new development and encouraging planting in both back and front gardens;*
- c. seeking to prevent removal or mutilation of protected trees;*
- d. seeking retention of existing trees and provision of new trees on development sites; and*
- e. adding to the greening of streets and the public realm.'*

3 CONSULTATION RESPONSES TO THE ORDER

3.1 Email dated 10th January 2018 from 2 Shepherd's Bush Place:

'I am very much in support of tree preservation but, I like many residents in the street, are really surprised by the rather heavy handed approach regarding the Birch at 6 Shepherds Bush Place. We were also shocked by the waste of money using Special Deliveries for your letter. For those that were not in to receive the letter it is also massively inconvenient getting to Askew Road Post office. Surely a legal agreement could be reached with the owner of the tree to halt any activity until further discussion.

Beautiful thought [sic] the Birch is it has outgrown the street. The owner has pruned it back on several occasions but the tree is too large for the space. From what i understand the owner would be planting another tree once this is taken down. For me this whole experience has put me off planting a tree in the near future for fear that I would find myself faced with the same problem. As I have already said I am fully in support of the idea of Tree preservation and I am sure in most cases owners would act reasonably and get heavily fined if the [sic] contravened the order saving the ludicrous kind of costs that this must have incurred.'

3.2 Letter dated 6th January 2018 from 6 Shepherd's Bush Place:

'Thank you for coming on 9 January to meet me and view the tree in question.

After carefully reading through the eight pages of the preservation order, I find the the [sic] only 'reason' for making the decision to issue the preservation order was that 'the tree makes a significant positive contribution to the character and appearance of Shepherd's Bush Place'. This is a matter of judgement. Further, it is stated 'In view of the amenity value of the tree....' This was the main and only justification that you gave when we met on 9 January.

I object strongly to preservation order because

- 1. – the notice was late in being delivered, **very expensively** to all the residents of SBP, additionally requiring a signature.*
- 2. – the tree may have 'a significant' contribution to the street, but **it is badly out of scale** with the terrace when seen from No 1 SBP, thus the **contribution is negative**.*
- 3. – the tree has 'amenity' value, - which what exactly? Residents I have spoken with **agree it is too big**,*

As I explained the tree was never meant to grow this big. It can not be satisfactorily cut back to an appropriate size, it will always grow more. I am prepared to replace it straight away with an acceptable alternative. I cannot understand why given the current cutbacks in Council funding, time and money has been spent on this inappropriate order.'

3.3 Officer's comment

Under s.198 of the Town and Country Planning Act 1990 local planning authorities have the power to make provision for the preservation of trees in their area if it is considered expedient in the interests of amenity. The Provisional Order was made in response to a Conservation Area Tree Works Notice for the felling of the tree. Given the limited time available to act before the tree was due to be lawfully felled, it was necessary in this instance to use Special Delivery. Following the making of the Provisional Order the

Arboricultural Officer and an Urban Design and Conservation Officer have met the owner onsite.

The tree is a healthy and beautiful specimen and is the only tree in the streetscene in Shepherds Bush Place. The front garden is deeper than many terraced houses in the borough and the tree is considered to be of an appropriate size and species for its location. Officers note that some paving stones in the front garden have been lifted.

It is considered that the Tree Preservation Order is necessary to ensure that the amenity value of the tree is retained and as such will prevent any unnecessary reduction in the quality of the environment in the local area or harm to the character and appearance of the Conservation Area. The Council would use its powers to safeguard the amenity value of the tree and to ensure that any works to the tree are not detrimental to its health or appearance.

If confirmed the Tree Preservation Order would not prevent works such as pruning from being carried out to the tree in the future; it only requires that consent be obtained from the Council before such works are carried out. The Tree Preservation Order would enable the Council to control such works so that they are not detrimental to the health or appearance of the tree. The Arboricultural Officer has advised that the tree could be pruned to reduce its size.

The Council's Arboricultural Officer has advised that the tree could be pruned back to its most recent pruning points (by a maximum of 30%). The owner has offered to plant a replacement tree, however from discussions onsite it appears that this would be around 2-3m in height, significantly smaller than the existing tree and of much less amenity value. There is also very low potential for street tree planting in Shepherds Bush Place due to the narrowness of the pavements.

If the Tree Preservation Order is not confirmed then the Council would have no control over whether or not the tree is felled and no power to require the planting of a replacement tree or to control details of its size or species.

4 OPTIONS

4.1 The Council could allow the Tree Preservation Order to lapse, in which case the tree would have no protection and the Council would have no power to require the planting of a replacement tree or control its size or species.

4.2 Alternatively, the Council is empowered to confirm the Tree Preservation Order. Officers recommend this option in order to protect the tree and control future works to it.

5 ARGUMENTS FOR THE RECOMMENDED ACTION

5.1 The Tree Preservation Order was stimulated by a Conservation Area Tree Works Notice to fell the tree. The tree has significant amenity value, which would be preserved by the confirmation of the Order. The presence of the tree is one of a number of factors, which make a positive contribution to the character and appearance of the Conservation Area.

6 IMPLICATIONS

6.1 There are no major financial, legal or staffing implications relating to the confirmation of a Tree Preservation Order. The confirmation of the Order will ensure that the amenity value of the tree is retained and as such will prevent an unnecessary reduction in the quality of the environment in this part of the Borough.

7 CONCLUSION

7.1 The confirmation of the Tree Preservation Order is justified, as it will contribute to the protection of amenity, the character and appearance of the Conservation Area and the quality of the environment within the local area.

8 RECOMMENDATION

8.1 Confirm the Tree Preservation Order.

LOCAL GOVERNMENT (ACCESS TO INFORMATION) ACT 1985 BACKGROUND PAPERS

Brief Description of Background Paper – Tree Preservation Order T410/12/17

Name/Ext. of holder of file/copy:

Adam O'Neill x3318

Department/ Location of file/copy:

Planning, Regeneration and Housing Services, 5th Floor, HTHX

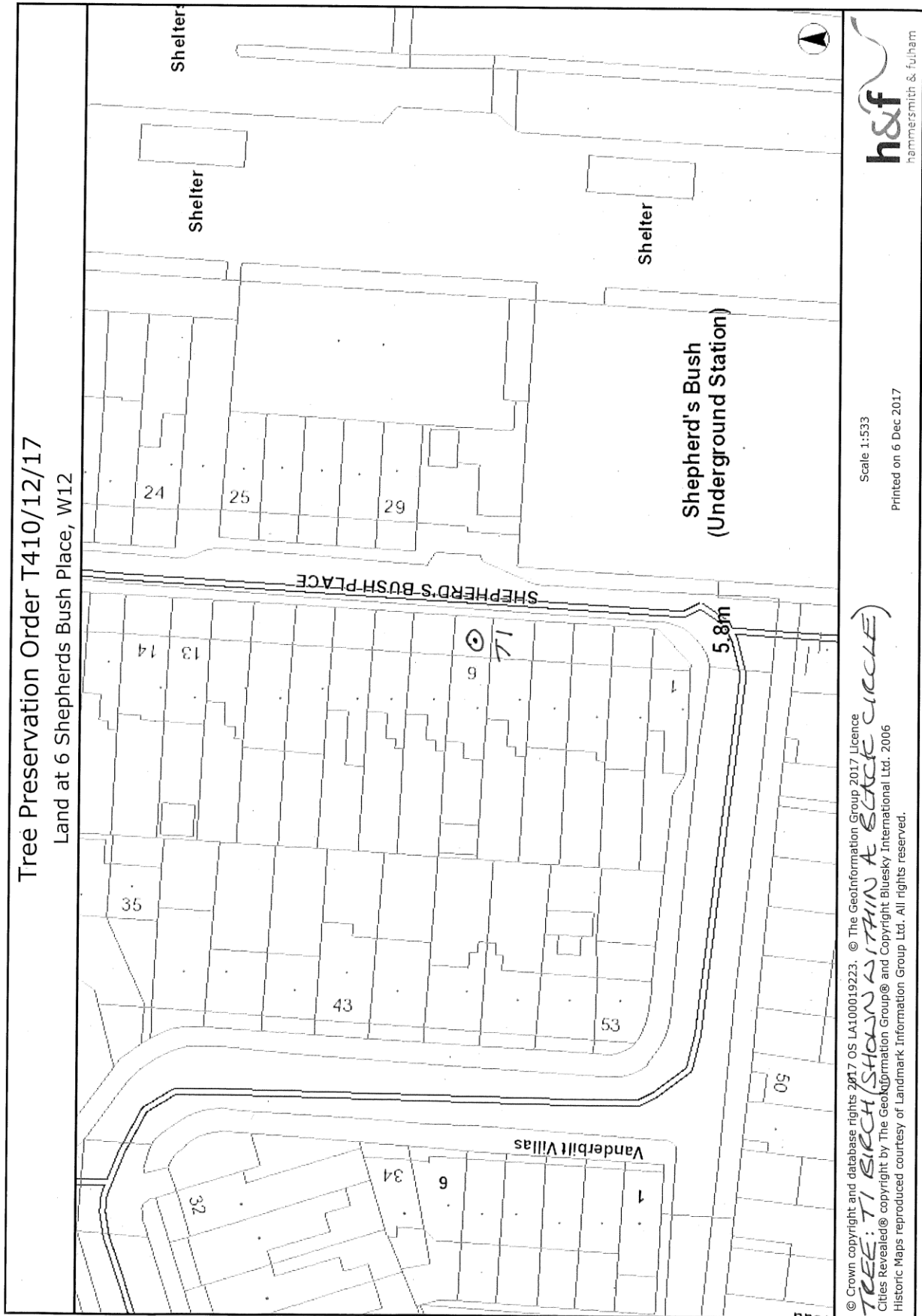


Figure 1: Location plan.



Figure 2: Photograph of Birch tree taken from Shepherd's Bush Place.