

London Borough Of Hammersmith & Fulham

Planning Applications Committee

Agenda for 30th November 2011

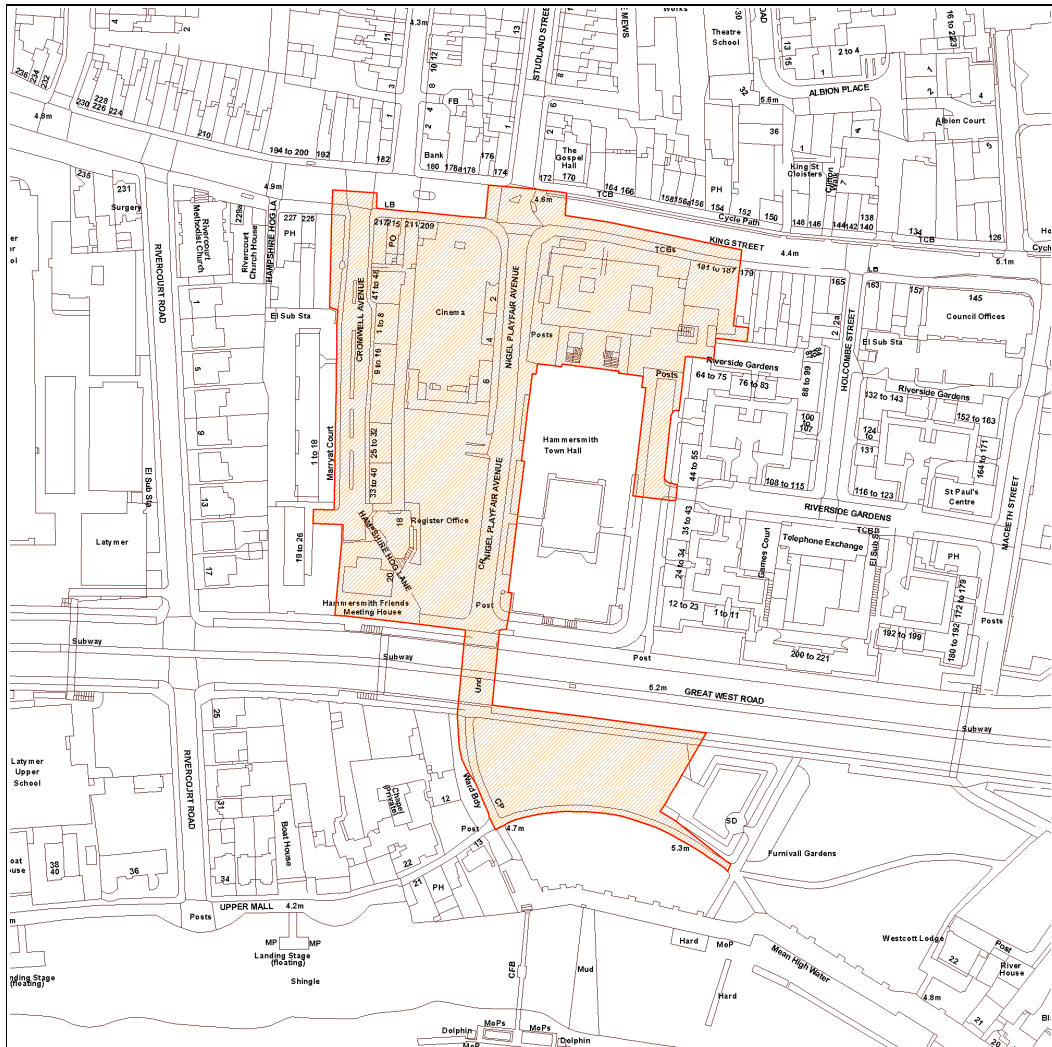
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Ward: Hammersmith Broadway

Site Address:

Hammersmith Town Hall Extension, Adjacent Buildings At 181-187 King Street And 207-217 King Street, Nigel Playfair Avenue, Cromwell Avenue And Land At Furnivall Gardens.



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For identification purposes only - do not scale.

Reg. No:
2010/03465/FUL

Case Officer:
Susie Saraiva

Date Valid:
01.11.2010

Conservation Area:
: King Street (East) Conservation Area - Number
37: The Mall Conservation Area - Number 2

Committee Date:
30.11.2011

Applicant:

King Street Developments (Hammersmith) Ltd
C/o Agent

Description:

Redevelopment involving demolition of existing buildings to provide a civic square, construction of new civic offices with a "one stop shop", 290 residential dwellings (up to 15 storeys in height to the north west of the site), a food store (A1 Use Class), five retail units within Use Classes A1, A3 and A4, construction of a new pedestrian footbridge to Furnivall Gardens with associated landscaping, car parking, servicing, access and other associated works. (Linked to application 2010/03466/LBC for Listed Building Consent and 2010/03467/CAC for Conservation Area Consent).
(revised scheme)

Drg Nos: 3530_00_001C; 3530_00_100 C; 3530_00_101 C; 3530_00_110 B;
3530_00_111 B; 3530_00_112 B; 3530_00_115 B; 3530_00_116 B; 3530_00_120 B;
3530_00_121 B; 3530_00_122 C; 3530_00_123 C; 3530_00_124 C; 3530_00_125 C;
3530_00_126 B; 3530_00_150 C; 3530_20_200 C; 3530_20_201 C; 3530_20_202 C;
3530_20_203 C; 3530_20_204 C; 3530_20_205 C; 3530_20_206 C; 3530_20_207 C;
3530_20_208 C; 3530_20_209 C; 3530_20_210 C; 3530_20_211 C; 3530_20_212 C;
3530_20_213 C; 3530_20_214 C; 3530_20_215 C; 3530_20_216 C; 3530_20_220 C;
3530_20_221 C; 3530_20_222 C; 3530_20_223 C; 3530_20_230 C; 3530_20_231 C;
3530_20_232 C; 3530_21_401 C; 3530_21_402 C; 3530_21_403 C; 3530_21_404 C;
3530_21_405 B; 3530_21_410 C; 3530_21_411 C; 3530_21_419 B; 3530_21_420 C;
3530_21_421 C; 3530_21_422 C; 3530_21_423 C; 3530_21_424 C; 3530_21_425 C;
3530_21_430 C; 3530_21_431 C; 3530_21_432 C; 3530_21_433 C; 3530_21_434 C;
3530_21_435 C; 3530_21_440 C; 3530_21_445; 1516/20/01 C; 1516/20/02 C;
1516/20/03 E; 1516/20/04 C; 1516/20/05 D; 1516/20/06 E; 1516/20/07 D; 1516/20/08 D;
1516/20/09 D; 1516/20/10 D; 1516/20/11 B; 1516/20/12 A; 1516/20/13 B; 1516/20/14
C; 1516/20/15 C; 1516/20/16; 1516/20/17 B; 1516/20/18 A; 1516/001/501 A;
TOWN 393(08)1001 R09; TOWN 393(08)1002 R08; TOWN393(08)3000 R07;
TOWN393(08)3001 R06; TOWN393(08)3002 R06; TOWN393(08)3004 R07;
TOWN393(08)3010 R01; TOWN393(08)5001 R08; TOWN393(08)5002 R06;
204_SD_101 G; 204_SD_102 C; 204_SD_103 A; 204_SD_151 C; 204_SD_152 B;
204_SD_153 B; 204_SD_154 A; 204_SD_181 B; 204_SD_182 B; 204_SD_183 B;
204_SD_184 B; 204_SD_701 C

Application Type:

Full Detailed Planning Application

Officer Recommendation:

Subject to there being no contrary direction from the Mayor for London; that the Committee resolve that the Executive Director of Transport and Technical Services be authorised to determine the application and grant permission upon the completion of a satisfactory legal agreement and subject to the following conditions and the condition explained in paragraph 3.291 of this report.

- 1) The development hereby permitted shall not commence later than the expiration of 5 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.

- 2) The development shall be carried out and completed in accordance with the following drawings submitted, unless agreed in writing by the Council:

Drg Nos: 3530_00_001C; 3530_00_100 C; 3530_00_101 C; 3530_00_110 B;
3530_00_111 B; 3530_00_112 B; 3530_00_115 B; 3530_00_116 B; 3530_00_120
B; 3530_00_121 B; 3530_00_122 C; 3530_00_123 C; 3530_00_124 C;
3530_00_125 C; 3530_00_126 B; 3530_00_150 C; 3530_20_200 C;
3530_20_201 C; 3530_20_202 C; 3530_20_203 C; 3530_20_204 C;
3530_20_205 C; 3530_20_206 C; 3530_20_207 C; 3530_20_208 C;
3530_20_209 C; 3530_20_210 C; 3530_20_211 C; 3530_20_212 C;
3530_20_213 C; 3530_20_214 C; 3530_20_215 C; 3530_20_216 C;
3530_20_220 C; 3530_20_221 C; 3530_20_222 C; 3530_20_223 C;
3530_20_230 C; 3530_20_231 C; 3530_20_232 C; 3530_21_401 C;
3530_21_402 C; 3530_21_403 C; 3530_21_404 C; 3530_21_405 B;
3530_21_410 C; 3530_21_411 C; 3530_21_419 B; 3530_21_420 C;
3530_21_421 C; 3530_21_422 C; 3530_21_423 C; 3530_21_424 C;
3530_21_425 C; 3530_21_430 C; 3530_21_431 C; 3530_21_432 C;
3530_21_433 C; 3530_21_434 C; 3530_21_435 C; 3530_21_440 C;
3530_21_445; 1516/20/01 C; 1516/20/02 C; 1516/20/03 E; 1516/20/04 C;
1516/20/05 D; 1516/20/06 E; 1516/20/07 D; 1516/20/08 D; 1516/20/09 D;
1516/20/10 D; 1516/20/11 B; 1516/20/12 A; 1516/20/13 B; 1516/20/14 C;
1516/20/15 C; 1516/20/16; 1516/20/17 B; 1516/20/18 A; 1516/001/501 A;
TOWN 393(08)1001 R09; TOWN 393(08)1002 R08; TOWN393(08)3000 R07;
TOWN393(08)3001 R06; TOWN393(08)3002 R06; TOWN393(08)3004 R07;
TOWN393(08)3010 R01; TOWN393(08)5001 R08; TOWN393(08)5002 R06;
204_SD_101 G; 204_SD_102 C; 204_SD_103 A; 204_SD_151 C; 204_SD_152
B; 204_SD_153 B; 204_SD_154 A; 204_SD_181 B; 204_SD_182 B; 204_SD_183
B; 204_SD_184 B; 204_SD_701 C

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 2011 and policies EN2, EN2B, EN3, EN6, EN8, EN25, EN31 and EN31X of the London Borough of Hammersmith and Fulham UDP as amended 2007 and 2011 and policies BE1, and HTC1 of the Core Strategy 2011.

- 3) Prior to commencement of the development hereby approved, other than ground works or site preparation, a phasing programme for the construction, completion and occupation of each phase of the development shall be submitted to, and approved in writing by the Council. Development shall proceed in accordance with the approved phasing strategy unless otherwise agreed in writing by the Council.

To ensure that the development accords with the provisions and assessment of the approved Environmental Statement and to ensure that the development is carried out in a satisfactory manner in accordance with policies EN2 and EN8 and Standards S5A, S7, S18 and S20 of the London Borough of Hammersmith and Fulham UDP, as amended 2007 and 2011 and policies BE1 and HTC1 of the Core Strategy 2011.

- 4) The development of each phase shall not commence until there have been submitted to and approved in writing by the Council, details and samples of materials to be used for that phase on all external faces of the buildings, and all surface treatments, and no part of that phase shall be used or occupied prior to the implementation of the approved details. The development shall be carried out in accordance with such details as have been approved.

To ensure a satisfactory external appearance and to prevent harm to the street scene and public realm, in accordance with policy EN2, EN8 and EN31X of the Unitary Development Plan, as amended 2007 and 2011 and policy BE1 of the Core Strategy 2011.

- 5) The development of each phase shall not commence until there have been submitted to and approved in writing by the Council, details and samples, where appropriate, of all paving and external hard surfaces, boundary walls, railings, gates, fences and other means of enclosure for that phase. The development shall be carried out in accordance with the approved details.

To ensure a satisfactory external appearance, in accordance with policy EN2, EN8 and EN31X of the Unitary Development Plan, as amended 2007 and 2011 and policy BE1 of the Core Strategy 2011.

- 6) The development of each phase shall not commence before details of the design of that phase at a scale no less than 1:20 in plan, section and elevation of a typical bay of each proposed building type [including the proposed frontage to retail units] to show details of proposed cladding, fenestration, balconies and entrances shall be submitted and approved in writing by the Council. The development shall be carried out in accordance with the approved details.

To ensure a satisfactory external appearance, in accordance with policy EN2, EN8 and EN31X of the Unitary Development Plan, as amended 2007 and 2011 and policy BE1 of the Core Strategy 2011.

- 7) Prior to the commencement of Phase 1, details of the design at a scale no less than 1:20 in plan, section and elevation of the proposed ceremonial steps and raised planters and details of the junctions with the Grade II Listed Town Hall facade shall be submitted and approved in writing by the Council. The development shall be carried out in accordance with the approved details.

To ensure a satisfactory external appearance and prevent harm to the facade of the Listed Building, in accordance with policy EN3 of the Unitary Development Plan, as amended 2007 and 2011 and policy BE1 of the Core Strategy 2011.

- 8) Prior to the commencement of Phase 1, details of the design at a scale no less than 1:20 in plan, section and elevation of the proposed connection to the western facade and details of the junctions with the Grade II Listed Town Hall facade shall be submitted and approved in writing by the Council. The development shall be carried out in accordance with the approved details.

To ensure a satisfactory external appearance and prevent harm to the facade of the Listed Building, in accordance with policy EN3 of the Unitary Development Plan, as amended 2007 and 2011.

- 9) Prior to the commencement of Phase 1, details of the design at a scale no less than 1:20 in plan, section and elevation of the proposed footbridge, ramps and banking shall be submitted and approved in writing by the Council. The development shall be carried out in accordance with the approved details.

To ensure a satisfactory external appearance and prevent harm to the facade of the Listed Building, in accordance with policy EN2 and EN8 of the Unitary Development Plan, as amended 2007 and 2011 and policies BE1 of the Core Strategy 2011.

- 10) No phase of the development shall commence prior to the submission and approval in writing by the Council of full details of the proposed hard and soft landscaping of the site, including planting schedules and details of the species, height and maturity of any trees and shrubs and proposed landscape maintenance. The approved scheme 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, whichever is the earlier, and the landscaping shall thereafter be retained and maintained in accordance with the approved details.

To ensure a satisfactory external appearance in accordance with policies EN2, EN8 and EN26 of the London Borough of Hammersmith and Fulham UDP (as amended 2007).

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

To ensure a satisfactory provision for planting, in accordance with policies EN2, EN8 and EN26 of the London Borough of Hammersmith and Fulham UDP, as amended 2007 and 2011.

- 12) No development shall take place until the applicant has secured the implementation of a programme of archaeological work in accordance with a written scheme for investigation which has been submitted by the applicant and approved by the Local Planning Authority. The scheme should make provision for:
- a) Evaluation to assess the presence and significance of archaeology
 - b) excavation to record any significant archaeological features, that cannot be conserved
 - c) historic building recording prior to demolition/alteration as shown necessary by a site appraisal
 - d) the assessment of the results, and proposals for their publication
 - e) the publication of the results
 - f) the deposition of the site archive

The archaeological works shall be carried out by a suitably qualified investigating body acceptable to the Local Planning Authority in accordance with English Heritage standards & guidelines

To ensure that if any archaeological heritage is identified on the application site its presence is properly investigated in accordance with Policy BE1 of the Core Strategy 2011 and Policy EN7 of the adopted Unitary Development Plan, as amended 2007 and 2011.

- 13) Details of a local history plaque to be erected on site shall be submitted to the Local Planning Authority for approval, prior to the commencement of the relevant part of the development, and implemented in accordance with approved details.

In order to safeguard the special architectural or historic interest of the building, in accordance with Policy BE1 of the Core Strategy 2011 and Policy EN6 of the Unitary Development Plan, as amended 2007 and 2011.

- 14) No demolition shall commence until a full photographic survey of the Cineworld cinema and Cromwell Mansions, both to be demolished has been completed and a copy has been submitted to the Council's Archivist.

To ensure that the appearance of that part of the building to be demolished is recorded for the future, in accordance with policy EN6 of the Unitary Development Plan, as amended 2007 and 2011.

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

In order to ensure a satisfactory appearance to the development and to prevent harm to the streetscene in accordance with Policy EN8 and EN14 of the Unitary Development Plan, as amended 2007 and 2011.

- 16) Unless otherwise agreed in writing by the Council, the development hereby approved shall not commence until a preliminary risk assessment report is submitted to and approved in writing by the Council. This report should comprise: a desktop study which identifies all current and previous uses at the site and surrounding area as well as the potential contaminants associated with those uses; a site reconnaissance; and a conceptual model indicating potential pollutant linkages between sources, pathways and receptors, including those in the surrounding area and those planned at the site; and a qualitative risk assessment of any potentially unacceptable risks arising from the identified pollutant linkages to human health, controlled waters and the wider environment including ecological receptors and building materials. All works must be carried out in compliance with and by a competent person who conforms to CLR 11: Model Procedures for the Management of Land Contamination (Defra 2004) or the current UK requirements for sampling and testing.

Potentially contaminative land uses (past or present) are understood to occur at, or near to, this site. 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 and policy CC4 of the Core Strategy 2011.

- 17) Unless otherwise agreed in writing by the Council, the development hereby approved shall not commence until a site investigation scheme is submitted to and approved in writing by the Council. This scheme should be based upon and target the risks identified in the approved preliminary risk assessment and should provide provisions for, where relevant, the sampling of soil, soil vapour, ground gas, surface and groundwater. All works must be carried out in compliance with and by a competent person who conforms to CLR 11: Model Procedures for the Management of Land Contamination (Defra 2004) or the current UK requirements for sampling and testing.

Potentially contaminative land uses (past or present) are understood to occur at, or near to, this site. 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 and policy CC4 of the Core Strategy 2011.

- 18) Unless otherwise agreed in writing by the Council, the development hereby approved shall not commence until, following a site investigation undertaken in compliance with the approved site investigation scheme, a quantitative risk assessment report is submitted to and approved in writing by the Council. This report should: assess the degree and nature of any contamination identified on the site through the site investigation; include a revised conceptual site model from the preliminary risk assessment based on the information gathered through the site investigation to confirm the existence of any remaining pollutant linkages and determine the risks posed by any contamination to human health, controlled waters and the wider environment. All works must be carried out in compliance with and by a competent person who conforms to CLR 11: Model Procedures for

the Management of Land Contamination (Defra 2004) or the current UK requirements for sampling and testing.

Potentially contaminative land uses (past or present) are understood to occur at, or near to, this site. 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 and policy CC4 of the Core Strategy 2011.

- 19) Unless otherwise agreed in writing by the Council, the development hereby approved shall not commence until a remediation method statement is submitted to and approved in writing by the Council. This statement should detail any required remediation works and should be designed to mitigate any remaining risks identified in the approved quantitative risk assessment. All works must be carried out in compliance with and by a competent person who conforms to CLR 11: Model Procedures for the Management of Land Contamination (Defra 2004) or the current UK requirements for sampling and testing.

Potentially contaminative land uses (past or present) are understood to occur at, or near to, this site. 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 and policy CC4 of the Core Strategy 2011.

- 20) Unless otherwise agreed in writing by the Council, the development hereby approved shall not commence until the approved remediation method statement has been carried out in full and a verification report confirming these works has been submitted to, and approved in writing, by the Council. This report should 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 should be detailed in an amendment to the remediation statement and verification of these works included in the verification report. All works must be carried out in compliance with and by a competent person who conforms to CLR 11: Model Procedures for the Management of Land Contamination (Defra 2004) or the current UK requirements for sampling and testing.

Potentially contaminative land uses (past or present) are understood to occur at, or near to, this site. 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 and policy CC4 of the Core Strategy 2011.

- 21) Unless otherwise agreed in writing by the Council, the development hereby approved shall not commence until an onward long-term monitoring methodology report is submitted to and approved in writing by the Council where further monitoring is required past the completion of development works to verify the success of the remediation undertaken. A verification report of these monitoring works should then be submitted to and approved in writing by the Council when it may be demonstrated that no residual adverse risks exist. All works must be carried out in compliance with and by a competent person who conforms to CLR 11: Model Procedures for the Management of Land Contamination (Defra 2004) or the current UK requirements for sampling and testing.

Potentially contaminative land uses (past or present) are understood to occur at, or near to, this site. 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 and policy CC4 of the Core Strategy 2011.

- 22) No construction works shall commence prior to the submission and approval in writing by the Council of a demolition method statement, a construction management plan and a construction logistics plan (in accordance with Transport for London guidelines), which shall include details of the steps to be taken to re-use and recycle waste, details of site enclosure throughout construction and details of the measures proposed to minimise the impact of the construction processes on the existing amenities of the occupiers of neighbouring properties, including monitoring and control measures for dust, noise, vibration, lighting and working hours, waste classification and disposal procedures and locations, and the measures proposed to prevent the passage of mud and dirt onto the highway by vehicles entering and leaving the site in connection with the demolition and construction processes. All construction works shall be carried out in accordance with the approved details.

In order that appropriate steps are taken to limit the impact of the proposed demolition and construction works on the amenities of local residents and the area generally, in accordance with ordinance with policies EN2, EN8, EN19A, EN20A, EN20B, EN20C and EN21 of the London Borough of Hammersmith and Fulham UDP (as amended 2007 and 2011).

- 23) Prior to commencement of any phase of development other than site remediation or excavation, details of a comprehensive surface water drainage scheme shall be submitted to and approved in writing by the Council. Each phase of development shall accord with the approved strategy, and details of this compliance for each phase shall be submitted to and approved in writing by the Council.

To ensure that surface water run-off is managed and the risk of flooding is reduced in accordance with PPS25 and policies 5.11, 5.12, 5.13, 5.14 and 5.15 of the London Plan 2011.

- 24) Prior to the commencement of each phase of development, details of green/brown roofs, including planting and maintenance schedules, and ecological enhancement measures shall be submitted to and approved in writing by the Council. 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 2011 and policy EN28 of the London Borough of Hammersmith and Fulham UDP as amended 2007 and 2011.

- 25) Prior to the commencement of each phase of the development, details of compliance with the approved Energy Strategy for the development shall be submitted to and approved in writing by the Council. Development shall proceed in accordance with the details as approved.

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 (2011).

- 26) Prior to first occupation of any phase of development, confirmation that the residential units meet the requirements of level 4 of the Code for Sustainable Homes and the commercial/office aspects meet the 'Very Good' BREEAM standard shall be submitted to and approved in writing by the Council.

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.

- 27) Prior to first occupation of any phase of the development, details of site management arrangements shall be submitted to and approved in writing by the Council. Such details shall include detail of concierge management of the site and public realm management, including details of any arrangements for private use of public realm. Development shall accord with the details as approved.

To ensure suitable management of the site in the interests of future occupiers and site users, in accordance with policies 6.10, 7.1, 7.2, 7.3, 7.5 of the London Plan 2011 and policies EN8, EN10, EN17, EN21, TN4, TN5, TN6, and TN28 of the London Borough of Hammersmith and Fulham UDP, as amended 2007 and 2011.

- 28) Prior to first occupation of the development, a site servicing strategy, including vehicle tracking, shall be submitted to and approved in writing by the Council detailing management of deliveries to and throughout the site, emergency access throughout the site, collection of waste and recyclables, times of deliveries and collections/ silent reversing methods/ location of loading bays and vehicle movement. The approved measures shall be implemented and continued thereafter.

To ensure that the amenity of occupiers of the development site/ surrounding premises is not adversely affected by noise, in accordance with Policy EN20A, EN20B, EN21, TN5, TN13 and Standard S21 of the London Borough of Hammersmith and Fulham UDP (as amended 2007).

- 29) Prior to first use of each phase of the basement level, a car parking management plan shall be submitted to and approved in writing by the Council detailing allocation of car parking spaces, the location of car club spaces, the location of wheelchair user car parking spaces, tracking throughout the area, location of electric charging points and measures to provide for the needs of those with access impairments.

To ensure the appropriate distribution of specialist and car club parking through 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 (2011) and policies TN4 and TN15 of the London Borough of Hammersmith and Fulham UDP (as amended 2007 and 2011).

- 30) Prior to the commencement of each phase of development, details of secure cycle storage shall be submitted to and approved in writing by the Council. Development shall accord with the details as approved, and the cycle parking provision shall be retained thereafter.

To ensure the suitable provision of cycle parking within the development to meet the needs of future site occupiers and users, in accordance with policies 6.9 and 6.13 of the London Plan (2011) and policy TN6 and Standard S20.1 of the London Borough of Hammersmith and Fulham UDP (as amended 2007).

- 31) The development shall not commence prior to the submission and approval in writing by the Council of a Travel Plan, which shall include information on how alternative methods of transport to and from the development, other than by car, will be encouraged by the applicants. No part of the development shall be used or occupied prior to the implemented of the Travel Plan in accordance with the approved details, and the Travel Plan shall thereafter continue to be fully implemented.

To ensure that the use does not generate an excessive number of car trips which would be contrary to the Council's policies of car restraint set down in Policies TN13, and TN15 of the London Borough of Hammersmith and Fulham UDP (as amended 2007 and 2011).

- 32) Details of the measures to be incorporated into the design of the development to enable the operation of emergency services communications equipment throughout all levels of the scheme shall be submitted to and approved by the Council prior to the commencement of each phase of the development, other than site preparation works or site remediation, and the detail as approved shall be

implemented in accordance with an agreed scheme prior to the occupation of that relevant phase of the development.

To ensure that emergency services communications equipment functions effectively throughout the development in accordance with policy 7.13 of the London Plan (2011).

- 33) Prior to commencement of any phase of development, details of measures to accord with the Metropolitan Police 'Secure by Design' scheme shall be submitted to and approved in writing by the Council. Such details shall include, but not be limited to, CCTV coverage, access controls, basement security measures, and means to secure the site throughout construction. Development shall proceed in accordance with the approved details and measures shall be retained thereafter.

To ensure that the development incorporates suitable design measures to minimise opportunities for, and the perception of crime, in accordance with policies 7.3 and 7.13 of the London Plan 2011, policy BE1 of the Core Strategy 2011 and policy EN10 of the London Borough of Hammersmith and Fulham UDP, as amended 2007 and 2011.

- 34) Prior to commencement of any phase of development, 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. Development shall proceed in accordance with the approved details and be retained as such 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 (2011).

- 35) Prior to the commencement of development a lighting scheme demonstrating that light spill into the watercourse or adjacent river corridor is minimised shall be submitted to and approved, in writing, by the Local Planning Authority.

To ensure that artificial lighting does not disrupt the natural diurnal rhythms of a range of fish and wildlife using/inhabiting the river and its corridor habitat in accordance with policies EN20C, EN28A and EN35 of the Unitary Development Plan, as amended 2007 and 2011 and policy 3D.14 of The London Plan 2011.

- 36) Prior to commencement of the development hereby approved, details of external artificial lighting shall be submitted to and approved in writing by the Council. Details shall demonstrate that vertical illumination of neighbouring premises is a maximum of 10lux at ground floor and 5lux at first and higher floor levels. The recommendations of the Institution of Lighting Professionals in the 'Guidance Notes For The Reduction Of Light Pollution 2005' shall also be met with regard to glare and sky glow. Approved details shall be implemented prior to occupation of the development and thereafter be permanently retained.

To ensure that the amenity of occupiers of surrounding premises is not adversely affected by lighting, in accordance with Policy EN20C and EN21 of the Unitary Development Plan, as amended 2007.

- 37) The net retail sales area of the supermarket hereby approved shall not exceed 1,840sqm, and shall not be used for any other A1 use class other than a retail food store.

To ensure that the retail floor space does not compromise the vitality or viability of the town centre, in accordance with the guidance of Planning Policy Statement 4: Planning for Sustainable Economic Growth (2009).

- 38) The five A1/A3/A4 commercial units hereby approved shall be provided in the form of at least five separate units as indicated on the approved drawings. The floor space shall thereafter be retained in this form and shall not be amalgamated or occupied as larger sized units.

To ensure that the commercial floor space does not compromise the vitality or viability of the town centre, in accordance with the guidance of Planning Policy Statement 4: Planning for Sustainable Economic Growth (2009).

- 39) No customers shall be on the commercial premises other than between the hours of 7am-11pm Monday to Saturday and 8am to 9pm on Sundays and Public/Bank Holidays unless otherwise agreed in writing with the Local Planning Authority.

In order that noise disturbance which may be caused by customers leaving the premises is confined to those hours when ambient noise levels and general activity are sufficiently similar to that in the surrounding area, thereby ensuring that the use does not cause demonstrable harm to occupiers of the development site and surrounding residents in accordance with policies EN21 and SH11 of the Unitary Development Plan, as amended 2007.

- 40) No deliveries, refuse/recycling collection and/or any other servicing activities (residential or commercial) shall take place on site other than between the hours of 7am-10pm Monday to Saturday and 8.30am-9pm on Sundays and Public/Bank Holidays.

To safeguard the amenities of the occupiers of the development site and neighbouring residential properties as a result of noise and disturbance, in accordance with policies EN21 and SH11 of the Unitary Development Plan, as amended 2007.

- 41) 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.

The proposed works will be in close proximity to underground water and sewerage utility infrastructure. Piling has the potential to impact on local underground water and sewerage utility infrastructure.

- 42) Unless otherwise agreed in writing with the Local Planning Authority, the development shall only be carried out in accordance with the Flood Risk Assessment (FRA) contained in Appendix 14.1 of Environmental Statement Volume 3A: Technical Appendices prepared by Environ (Ref: UK11.16921, dated August 2011) and the following mitigation measures detailed within the FRA:
limit the surface water discharge rate to 224l/s;
the finished floor level for the residential part of the development shall be set at a minimum of 5.19m AOD;
incorporate green roofs within the development,

To prevent flooding by ensuring the satisfactory storage of/disposal of surface water from the site, and to ensure the safety of future occupants of the development in accordance with PPS25.

- 43) No phase of development shall commence until a drainage strategy detailing any on and/or off site drainage works, has been submitted to and approved by, the local planning authority in consultation with the sewerage undertaker. No discharge of foul or surface water from the site shall be accepted into the public system until the drainage works referred to in the strategy have been completed.

To prevent any increased risk of flooding and to ensure the satisfactory storage of/disposal of foul or surface water from the site in accordance with Policy 5.13 of the London Plan 2011, Policy CC2 of the Core Strategy 2011 and PPS25.

- 44) Prior to occupation of the development hereby approved, details shall be submitted to and approved in writing by the Council, of the external noise level emitted from plant/ machinery/ equipment and mitigation measures. 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, as assessed according to BS4142:1997 at the nearest and/or most affected noise sensitive premises, with all machinery operating together. 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 noise from mechanical installations/ equipment and their uses, in accordance with Policy EN20A, EN20B and EN21 of the Unitary Development Plan, as amended 2007.

- 45) Prior to commencement of the development hereby approved, details of anti-vibration measures shall be submitted to and approved in writing by the Council. The measures shall ensure that [machinery, plant/ equipment] [extract/ ventilation system and ducting] are mounted with proprietary anti-vibration isolators and fan motors are vibration isolated from the casing and adequately silenced. Approved details shall be implemented prior to occupation of the development and thereafter be permanently retained.

To ensure that the amenity of occupiers of surrounding premises is not adversely affected by vibration, in accordance with Policy EN20A, EN20B and EN21 of the Unitary Development Plan, as amended 2007.

- 46) Prior to commencement of the commercial uses hereby approved, details shall be submitted to and approved in writing by the Council, of the sound insulation of the floor/ceiling /walls separating the commercial part(s) of the premises from [dwellings] [noise sensitive premises]. Details shall ensure that the sound insulation (DnT,w and LnT,w) and any other mitigation measures are sufficiently enhanced in order that the standard specified in BS 8233:1999 is achieved within noise sensitive premises and their external amenity areas. Approved details shall be implemented prior to occupation of the development and thereafter be permanently retained.

To ensure that the amenity of occupiers of the development site/ adjacent dwellings/ noise sensitive premises is not adversely affected by noise, in accordance with Policy EN20A, EN20B and EN21 of the Unitary Development Plan, as amended 2007.

- 47) Prior to commencement of the commercial use hereby approved, 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, 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 surrounding premises is not adversely affected by cooking odour, in accordance with Policy EN20A and EN21 of the Unitary Development Plan, as amended 2007.

- 48) Prior to commencement of the development hereby approved, a Servicing Management Plan shall be submitted to and approved in writing by the Council. Details shall include times of deliveries and collections/ silent reversing methods/ location of loading bays and vehicle movements/ loading/ unloading methods/ storage for shopping trolleys, etc. Approved details shall be implemented throughout the use of the premises.

To ensure that the amenity of occupiers of the development site/ surrounding premises is not adversely affected by noise, in accordance with Policy EN20A, EN20B and EN21 of the Unitary Development Plan, as amended 2007.

- 49) Prior to commencement of the development hereby approved, a [demolition 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 and working hours. Approved details shall be implemented throughout the project period.

To ensure that the amenity of occupiers of surrounding premises is not adversely affected by dust from the building site, in accordance with Policy EN20A, EN20B, EN20C and EN21 of the Unitary Development Plan, as amended 2007.

- 50) Any material changes to the external appearance of the building, including the installation of air-handling units, ventilation fans or extraction equipment, must first be submitted and approved in writing by the Council prior to their installation.

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 Policies EN8, EN20A, EN20B and EN21 of the Unitary Development Plan, as amended 2007 and 2011.

- 51) Prior to the commencement of each phase of development, details of compliance with lifetime homes standards for the residential units and of the provision of 10% of the residential units to wheelchair housing standard or accessible to this standard, shall be submitted to and approved in writing by the Council. Development shall accord with the details as approved.

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 (2011) and policy HO6 of the London Borough of Hammersmith and Fulham UDP (as amended 2007).

- 52) The development hereby permitted shall not commence until full details of how the development accords with the Council's 'Access for All' Supplementary Planning Document has been submitted to and approved in writing by the Council.

To ensure that the proposal provides an inclusive and accessible environment in accordance with the Council's 'Access for All' Supplementary Planning Document and Policy 7.2 of the London Plan 2011.

- 53) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any Order revoking or re-enacting that Order with or without modification), no aerials, antennae, satellite dishes or related telecommunications equipment shall be erected on any 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 policies EN2 and EN8 of the Unitary Development Plan, as amended 2007 and 2011.

- 54) No development shall commence until details of a proposed CCTV system at the development, which shall include cameras positioned to the north and south of the site surveying the proposed pedestrian link, are submitted to and approved in writing by the Council. The CCTV shall be installed in accordance with the approved details prior to first use of the school and shall be permanently maintained in working order thereafter.

In the interests of safety and security, in accordance with Policy EN10 of the Unitary Development Plan as amended 2007 and 2011.

- 55) The development shall not commence prior to the submission and approval in writing by the Council of details of the methods proposed to identify any television interference caused by the proposed development, including during the demolition and construction process, and the measures proposed to ensure that that television interference that might be identified is remediated in a satisfactory manner. The approved remediation measures shall be implemented for each phase immediately that any television interference is identified.

To ensure that television interference caused by the development is remediated, in accordance with Policy 7.7 of the London Plan 2001 and policy EN21 of the Unitary Development Plan, as amended 2007 and 2011.

- 56) Prior to the commencement of each phase of development (including demolition), details of an Environmental Management Plan outlining mitigation measures to control and minimise emissions during construction and operational phases shall be submitted to and approved in writing by the local planning authority.

To ensure that the proposals minimise pollutant emissions and promote sustainable design and construction to reduce emissions from the demolition and construction of buildings in accordance with policy 7.14 of the London Plan 2011 and EN20A of the UDP amended in 2007 and 2011, and CC4 of the Core Strategy 2011.

Justification for Approving the Application:

- 1) Land Use: The provision of new office, residential and commercial floor space in this town centre location is in generally in accordance with national, regional and local planning policies. The proposed development is generally in accordance with the guidance set out in strategic site policy HTC 1 of the Core Strategy and is considered to provide a strong focus of activity in this part of King Street, complementing the core shopping area and helping to improve the economic health of the intervening part of the town centre. It has been demonstrated that the continuation of the arts, culture or entertainment use would either be non-viable or inappropriate. The size and location of the proposed supermarket use is considered to be acceptable and would not compromise the vitality or viability of the area, or of surrounding centres. The redevelopment of the site to provide a mix of residential, office and commercial uses is considered to be an appropriate use for this town centre location which is highly accessible by public transport. The proposed development therefore accords with policies 2.15, 4.17, 4.2 of the London Plan (2011), Policies HTC 1 and CF1 of the Core Strategy 2011 and policies CS1 and TC1 of the Unitary Development Plan, as amended 2007 and 2011, are thereby satisfied.

Housing: The proposed development would contribute towards providing much needed additional housing, in accordance with London Plan Policies 3.3B and 3.3D and would help the borough meet its housing targets, in accordance with Table 3.1 of the London Plan. The overall quantum of development would accord with the policy requirement and the provision of new housing to replace existing housing is in accordance with the policy framework. To take into account the needs of the visually impaired tenants in Cromwell Avenue, replacement housing will be secured via a Section 106. Policy 3.12 states that boroughs should seek the maximum reasonable amount of affordable housing when negotiating on individual mixed-use schemes. The density of development provided would be within the parameters expressed in the London Plan for site in urban centres with PTAL ratings of 4-6 In the context of these policies and having regard to the Viability Assessment, the individual circumstances of the site and the wider planning benefits it is considered that the provision of no affordable housing is in accordance with London Plan Policy 3.8, 3.10, 3.11 and 3.12 and Core Strategy Policy H1 and H2 2011.

Design and Conservation: The proposed development would be a high quality development which would make a positive contribution to the character and appearance of the western end of the town centre. The proposed footbridge would provide enhanced permeability and connectivity between the town centre and the riverside. The proposed design and layout is considered to address its setting appropriately and its relationship with surrounding heritage assets including the Grade II Listed Town Hall and Grade II* Listed Sussex House. The loss of the buildings of merit is outweighed by the regeneration benefits that the proposal would bring. Although the proposed development will be visible and will have an impact on views it is considered that the impact is not one of significant harm and would contribute to the skyline of this part of Hammersmith. The proposed development therefore accords with policies 7.1, 7.2, 7.3, 7.4, 7.5, 7.6, 7.7, 7.8, 7.21, 7.27 of the London Plan 2011 and policies BE1, HTC, HTC1 of the Core

Strategy 2011 and policies EN2, EN3, EN6, EN8, EN25, EN31, EN31X of the Unitary Development Plan, as amended 2007 and 2011.

Residential amenity: The proposed development would not have an undue impact upon the amenities of adjoining occupiers in terms of light, outlook, privacy, with no significant adverse impact on air quality nor undue noise. In this regard, the development would respect the principles of good neighbourliness. High quality living conditions would be provided, with all units benefiting from good levels of daylight/sunlight, outlook and privacy. As the site is currently considered to be under-utilised, the development would result in notable changes to the amenity of neighbouring properties. However, the resulting impact is generally minor in scale and overall nature and in the majority of instances the development would not result in degradation to unsatisfactory levels of amenity for neighbouring properties. The proposed development therefore accords with policies 3.5, 3.6, 3.8, 7.3, 7.6, 7.7 and 7.14 of the London Plan (2011) and policies EN10, HO6, EN8, EN20A, EN23, EN23B and Standards S5A.1, S5A.2, S6, S7.1, S7A, S13.1, S13.2 and S13.3 of the London Borough of Hammersmith and Fulham UDP (as amended 2007 and 2011), and policies H3 and CC4 of the Core Strategy.

Highways: Subject to a satisfactory legal agreement there would be no adverse impact on traffic generation, and modelling of the potential impacts of the proposed development has shown that the scheme would not result in congestion of the surrounding road network. Satisfactory provision would be made for cycle parking and the footbridge would provide improved pedestrian access to the riverside. The accessibility level of the site is very good, and is well served by public transport. External impacts of the development would be controlled by conditions and section 106 provisions to contribute towards highways improvements and prevent an undue increase in on-street parking pressures in surrounding roads. In addition, servicing and road safety and travel planning initiatives would be implemented in and around the site to mitigate against potential issues. The proposed development therefore accords with policies 6.1, 6.3, 6.9, 6.10, 6.11, 6.13 of the London Plan (2011) and policies TN4, TN5, TN6, TN8, TN13, TN15, TN21, TN28 and Standards S18, S19, S20, S21 and S23 of the London Borough of Hammersmith and Fulham UDP (as amended 2007 and 2011) and policy T1 of the Core Strategy.

Sustainability: The proposed development has been designed to meet Level 4 of the Code for Sustainable Homes and a BREEAM rating of 'very good', by incorporating modern insulation technology, a combined heat and power unit and photovoltaic panels, which would result in a significant reduction of CO2 emission beyond the Building Regulations 2010 compliant level. 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 (2011) and policies EN28A, EN29 of the London Borough of Hammersmith and Fulham UDP (as amended 2007 and 2011) and policies CC1, CC2, H3, OS1 and RTC1 of the Core Strategy .

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. The development would therefore be acceptable in accordance with Planning Policy Statement 25 and Policy 4A.14 of the London Plan (consolidated with alterations since 2004).

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

All Background Papers held by Michael Merrington (Ext: 3453):

Application form received: 29th October 2010
Drawing Nos: see above

Policy Documents: The London Plan 2011
Unitary Development Plan as amended 2007 and 2011
Core Strategy 2011

Consultation Comments:

Comments from:	Dated:
Hammersmith & Fulham Historic Buildings Group	04.01.11
The Hammersmith Society	31.12.10
Crime Prevention Design Advisor - Hammersmith	08.12.10
English Heritage London Region	25.02.11
Environment Agency - Planning Liaison	16.12.10
Greater London Authority - Planning Decisions Unit	31.12.10
Fulham Society	09.01.11
Hammersmith And Fulham Action On Disability (HAFAD)	28.03.11
Hammersmith & Fulham Historic Buildings Group	03.10.11
West London River Group	28.09.11
British Airports Authority Plc	02.09.11
English Heritage London Region	20.10.11
London Fire And Emergency Planning Authority	03.10.11
Port Of London Authority	05.09.11
Transport For London - Street Management Administration Team	08.09.11

Thames Water - Development Control	29.09.11
The Hammersmith Society	31.12.10
London Borough Of Richmond-upon-Thames	26.09.11
London Borough Of Hounslow	19.09.11
Friends Of Furnivall Gardens	04.01.11
London Borough Of Richmond-upon-Thames	26.09.11
St. Peter's Residents' Association	04.01.11
Hammersmith Mall Residents' Association	20.12.10
Furnivall Gardens Tenants Association	04.01.11
London Fire And Emergency Planning Authority	01.12.10
West London River Group	04.01.11
Digby Mansions (20-29) Residents' Association	30.12.10
Fulham Society	09.01.11
Brook Green Association	22.12.10
Stamford Brook Residents' Association	06.01.11
Cathnor Park Area Action Group	01.04.11
Ashchurch Residents Association	13.12.10
The Ravenscourt Society	31.12.10
Ravenscourt Action Group	29.12.10
Natural England	23.12.10
Commission For Architecture And The Built Environment	16.02.11
Transport For London - Street Management Administration Team	10.12.10
Thames Water - Development Control	30.11.10
British Airports Authority Plc	22.11.10
Commission For Architecture And The Built Environment	11.02.11
Civil Aviation Authority - Directorate Of Airspace Policy	26.11.10

Port Of London Authority	22.10.10
Metropolitan Police Licensing Officer	06.12.10
Environment Agency - Planning Liaison	28.09.11
London Fire And Emergency Planning Authority	03.10.11
Thames Water - Development Control	30.11.10

Neighbour Comments:

Letters from:

Dated:

39 Purcell Crescent London SW6 7PB	22.06.11
5 Baronsmead Road Barnes London SW13 9RR	28.05.11
140 King's Court Hamlet Gardens W6 0RD	27.05.11
140 King's Court Hamlet Gardens W6 0RD	13.09.11
7 Kingswood Avenue Carlton Colville Lowestoft Suffolk NR33 8BZ	28.03.11
30 Ellaline Rd W6 9NZ London	16.09.11
8 Queens Mansions Brook Green London W6 7EB	03.09.11
57 Digby Mansions Hammersmith Bridge Road	26.08.11
28 Arundel Terrace London SW13 8DS	02.08.11
330 Goldhawk Road London W6 0XF	20.05.11
Flat Second Floor 157B Askew Road London W12 9AU	21.08.11
NAG	26.08.11
43 Cromwell Avenue London W6 9LA	05.09.11
94, Iffley Road London W6 0PF	12.09.11
1 Western Terrace Chiswick Mall London W6 9TX	12.09.11
295 Lonsdale Road Barnes London SW13 9QB	09.09.11
64 Lonsdale Road London SW13 9JS	09.09.11
24 Skelwith Road London W6 9EX	09.09.11
39 Bradmore Park Road London W6 0DT	25.01.11
3 Rowan Terrace London W6 7DZ	13.07.11
3 Rowan Terrace London W6 7DZ	13.07.11
232A King Street W6	29.09.11
232A King Street W6	31.10.10
232A King Street W6	04.11.11
2a Findon Road London W12 9PP	14.12.10
2a Findon Road London W12 9PP	10.12.10
2a Findon Road London W12 9PP	29.09.11
32 Nasmyth Street London W6 0HB	10.01.11
32 Nasmyth Street London W6 0HB	19.09.11
149 Hamlet Gardens London W6 0TR	12.01.11
11 Studland Street London W6 0JS	22.02.11
W14	18.02.11
156 King Street Hammersmith London W6 0QU	13.12.10
19 Bradmore Park Road London W6 0DT	29.09.11

19 Bradmore Park Road London W6 0DT	28.11.10
19 Bradmore Park Road London W6 0DT	31.08.11
34 Richford Street London W6 7HP	22.12.10
34 Richford Street London W6 7HP	26.09.11
196a King Street London W6 0RA	09.02.11
128 King Street London W6 0QU	09.02.11
38 Bridgeview London W6 9DD	16.11.10
85 Westville Road London W12 9AY	19.11.10
236 King Street London W6 0RF	04.02.11
48 Langthorne Street London SW6 6JY	19.11.10
48 Langthorne Street London SW6 6JY	21.12.10
45-59 Kingsway London WC2B 6TE	26.11.10
Maple Lodge Denham Way Herts WD3 9SQ	30.11.10
30-34 Albert Embankment London SE1 7TL	16.12.10
London And South East Region Floor 7,Hercules House, Hercules Road London SE1 7DU	23.12.10
41 Studland Street London W6 0JT	03.03.11
108 Aspen Gardens London W6 9JF	18.12.10
108 Aspen Gardens London W6 9JF	19.12.10
108 Aspen Gardens London W6 9JF	06.09.11
Thames Cote Chiswick Mall Hounslow London W4 2PR,	27.09.11
Thames Cote Chiswick Mall Hounslow London W4 2PR,	13.12.10
6 Overstone Road Hammersmith LOnDon W6 0AA	13.12.10
6 Overstone Road Hammersmith LOnDon W6 0AA	29.09.11
6 Overstone Road Hammersmith London W6 0AA	13.12.10
1A Hammersmith Terrace London W6 9TS	29.09.11
1A Hammersmith Terrace London W6 9TS	13.12.10
1A Hammersmith Terrace London W6 9TS	20.09.11
12 Hartswood Road London W12 9NQ	14.12.10
12 Hartswood Road London W12 9NQ	30.09.11
14 Rathmichael Manor Shankill Co Dublin Ireland	10.12.10
2a Findon Road Shepherds Bush London W12 9PP	14.12.10
TRI Consulting 1 Lyric Square London W6 0NB	14.12.10
1 Theresa Road London W6 9AQ	14.12.10
Ruby Grand 225-227 King Street London W6 9JT	14.12.10
21 Upper Mall London W6 9TA	14.12.10
21 Upper Mall London W6 9TA	12.12.10
21 Upper Mall London W6 9TA	02.09.11
21 Upper Mall London W6 9TA	29.09.11
21 Upper Mall London W6 9TA	14.12.10
21 Upper Mall London W6 9TA	28.09.11
1a Hammersmith Terrace London W6 9TS	13.12.10
1a Hammersmith Terrace London W6 9TS	29.09.11
182 King Street London W6 0RA	13.12.10
Sussex House 12-14 Upper Mall London W6 9TA	29.09.11
Sussex House 12-14 Upper Mall London W6 9TA	16.12.10
10 Hammersmith Terrace London W6 9TS	20.12.10
10 Hammersmith Terrace London W6 9TS	28.12.10
10 Hammersmith Terrace London W6 9TS	30.09.11
11 St James Street London W6 9RW	15.12.10
11 St James Street London W6 9RW	16.12.10
11 St James Street London W6 9RW	30.09.11

17 Cobbold Road London W12 9LA	15.12.10
20 Tudor House Windsor Way Brook Green London W14 0UG	15.12.10
Emery House South Black Lion Lane London W6 9TJ	15.12.10
Emery House South Black Lion Lane London W6 9TJ	29.09.11
335 Latymer Court Hammersmith Road London W6 7LH	15.12.10
19 Dalling Road London W6 0JN	16.12.10
19 Dalling Road London W6 0JN	28.09.11
28 Argyll Road London W8 7BG	15.12.10
19 Marryat Court Cromwell Avenue London W6 9LB	04.01.11
24 Edith Road London W14 9BB	12.01.11
24 Edith Road London W14 9BB	04.01.11
Westcott Lodge 22 Lower Mall London W6 9DJ	28.09.11
Westcott Lodge 22 Lower Mall London W6 9DJ	04.01.11
Westcott Lodge 22 Lower Mall London W6 9DJ	28.09.11
Westcott Lodge 22 Lower Mall London W6 9DJ	04.01.11
Westcott Lodge 22 Lower Mall London W6 9DJ	28.09.11
Westcott Lodge 22 Lower Mall London W6 9DJ	04.01.11
Westcott Lodge 22 Lower Mall London W6 9DJ	28.09.11
Westcott Lodge 22 Lower Mall London W6 9DJ	04.01.11
C/o GL HEARN 20 Soho Square London W1D 3QW	04.01.11
C/o GL HEARN 20 Soho Square London W1D 3QW	05.01.11
89 Hartington Road London W4 3TU	04.01.11
89 Hartington Road London W4 3TU	05.01.11
6 Ravenscourt Road London W6 0UG	05.01.11
6 Ravenscourt Road London W6 0UG	04.01.11
6 Ravenscourt Road London W6 0UG	30.09.11
6 Ravenscourt Road London W6 0UG	29.09.11
36 Standish Road London W6 9AL	11.01.11
36 Standish Road London W6 9AL	05.01.11
36 Standish Road London W6 9AL	12.01.11
36 Standish Road London W6 9AL	03.10.11
36 Standish Road London W6 9AL	30.09.11
73 St Mary's Grove London W4 3LW	05.01.11
73 St Mary's Grove London W4 3LW	29.09.11
73 St Mary's Grove London W4 3LW	28.09.11
Barge Elsie, Lower Mall London W6 9DJ	27.09.11
Barge Elsie, Lower Mall London W6 9DJ	05.01.11
Barge Elsie, Lower Mall London W6 9DJ	29.09.11
36 Standish Road London W6 9AL	05.01.11
36 Standish Road London W6 9AL	03.10.11
36 Standish Road London W6 9AL	30.09.11
30 Ravenscourt Road London W6 0UG	05.01.11
30 Ravenscourt Road London W6 0UG	04.01.11
30 Ravenscourt Road London W6 0UG	30.09.11
60 Ravenscourt Gardens London W6 0TU	03.01.11
60 Ravenscourt Gardens London W6 0TU	29.09.11
60 Ravenscourt Gardens London W6 0TU	27.09.11
12 Chancellors Street London W6 9RN	01.01.11
38 Charlotte Court London W6 0WW	21.12.10
9 Westmoreland Road London SW13 9RZ	24.12.10
5 Netheravon Road, London W4 2NA	24.12.10
12-14 Upper Mall London W6 9TA	25.12.10

12-14 Upper Mall London W6 9TA	27.09.11
13 Wingate Road London W6 0UR	26.12.10
8 Atwood Road London W6 0HX	27.12.10
8 Atwood Road London W6 0HX	29.09.11
35 Ashchurch Grove London W12 9BU	03.01.11
32 Biscay Road London W6 8JN	03.01.11
371 Flat A King Street London W6 9NJ	03.01.11
371 Flat A King Street London W6 9NJ	29.09.11
371 Flat A King Street London W6 9NJ	27.09.11
First Floor 334-336 King Street London W6 0RR	08.12.10
169 Union Street London SE1 0LL	01.12.10
45 Arnold Road London E3 4NU	29.11.10
45 Arnold Road London E3 4NU	14.10.11
1 Priory Gardens London W4 1TT	29.11.10
1 Priory Gardens London W4 1TT	30.09.11
2nd Floor Meridian Building,Compass Centre Nelson Road Hounslow TW6 2GW	22.11.10
London River House Royal Pier Road Gravesend,Kent DA12 2BG	22.11.10
Windsor House 42-50 Victoria Street London SW1H 0TL	10.12.10
69 Margravine Gardens London W6 8RN	08.11.10
40 Hartswood Road London W12 9NF	22.12.10
34 Cromwell Avenue London W6 9LA	31.01.11
Cromwell Avenue London W6 9LB	31.01.11
Cromwell Avenue London W6 9LB	28.01.11
9 Marryat Court Cromwell Avenue London W6 9LB	28.01.11
6 Fitzroy Square London W1T 5DX	20.01.11
56 Westcroft Square London W6 0TA	26.01.11
31 Bassein Park Road London W12 9RW	27.01.11
30 Riverview Gardens London SW13 8QY	25.01.11
7 Marryat Court Cromwell Avenue London W6 9LB	28.01.11
10 Ravenscourt Road London W6 0UG	08.03.11
10 Merthyr Terrace Barnes London SW13 8DL	10.03.11
128 Duke Road London	30.12.10
18 Tabor Road London W6 0BW	30.12.10
18 Tabor Road London W6 0BW	30.12.10
24 Nasmyth Street London W6 0HB	31.12.10
Flat A 371 King Street London W6 9NJ	03.01.11
Flat A 371 King Street London W6 9NJ	30.09.11
6 Ravenscourt Road London W6 0UG	04.01.11
6 Ravenscourt Road London W6 0UG	03.10.11
6 Ravenscourt Road London W6 0UG	30.09.11
23 Standish Road London W6 9AL	04.01.11
Flat 2,85 Comeragh Road London W14 9HS	11.01.11
27 Saint Peter's Square London W6 9NW	06.01.11
33 Grove Road Barnes London SW13 0HH	06.01.11
26 Carthew Road London W6 0DX	10.01.11
15 Upper Mall London W 6 9TA	10.01.11
22 St Peter's Road London W6 9BD	10.12.10
22 St Peter's Road London W6 9BD	29.09.11
7 Binden Road London W12 9RJ	10.12.10
7 Binden Road London W12 9RJ	29.09.11

51 Lillian Road Barnes SW13 9JF	10.12.10
26 Standish Road London W6 9AL	10.12.10
26 Standish Road London W6 9AL	29.09.11
Flat 2 38 Paddenswick Road London W6 0UB	10.12.10
Flat 2 38 Paddenswick Road London W6 0UB	29.09.11
8 Standish Road London W6 9AL	10.12.10
8 Standish Road London W6 9AL	30.09.11
5 Bassein Park Road London W12 9RN	10.12.10
4 Ravenscourt Place London W6 0UN	10.12.10
21 Ashchurch Grove London W12 9BT	10.12.10
6 Percy Road London W12 9QA	10.12.10
56 St Stephen's Avenue London W12 8JH	10.12.10
52 Studland Street London W6 0JT	10.01.11
23 Flanchford Road London W12 9ND	13.01.11
59 Lillian Road London SW13 9JF	12.01.11
134 Dalling Road London W6 0EP	10.01.11
27 First Avenue London W3 7JP	10.01.11
27 First Avenue London W3 7JP	21.09.11
45 St Peter's Square London W6 9AA	11.01.11
45 St Peter's Square London W6 9AA	29.09.11
5 Ravenscourt Place London W6 0UN	11.01.11
5 Ravenscourt Place London W6 0UN	30.09.11
28 The Crescent Barnes SW13 0NN	09.12.10
4 St Peter's Wharf Chiswick Mall London W6 9UD	10.12.10
4 St Peter's Wharf Chiswick Mall London W6 9UD	30.09.11
4 St Peter's Wharf Chiswick Mall London W6 9UD	10.12.10
4 St Peter's Wharf Chiswick Mall London W6 9UD	30.09.11
2 Dalling Road London W6 0JB	10.12.10
2 Dalling Road London W6 0JB	30.09.11
Flat A Ground Floor 25 Waldo Road London NW10 6AU	09.12.10
1 Hammersmith Terrace London W6 9TS	10.12.10
1 Hammersmith Terrace London W6 9TS	29.09.11
44 Ravenscourt Gardens London W6 0TU	10.12.10
44 Ravenscourt Gardens London W6 0TU	29.09.11
9a Dorchester Grove London W4 2LD	07.12.10
295 Lonsdale Road Barnes London SW13 9QB	13.12.10
295 Lonsdale Road Barnes London SW13 9QB	09.09.11
5 Furber Street London W6 0HE	27.12.10
43 St Albans Avenue Chiswick W4 5JS	27.12.10
15 Kitson Road, Barnes,	20.12.10
53 Tabor Road London W6 0BN	08.12.10
1 Devonport Road London W12 8NZ	06.11.10
76C Coningham Road London W12 8BH	31.12.10
The Dove Pier, Upper Mall LONDON W6 9TA	29.09.11
The Dove Pier, Upper Mall LONDON W6 9TA	12.09.11
The Dove Pier, Upper Mall LONDON W6 9TA	30.12.10
36 Ravenscourt Road London W6 0UG	31.12.10
36 Ravenscourt Road London W6 0UG	30.09.11
37B Ashchurch Park Villas London,W12 9SP	31.12.10
37B Ashchurch Park Villas London,W12 9SP	30.09.11
Rose House 70 Barnes High Street London SW13 9LD	01.01.11
40 Ashchurch Grove London W12 9BU	01.01.11

58 Masbro Road London W14 0LT	01.01.11
103 Ravenscourt Road London W6 0UJ	01.01.11
4 Cromwell Avenue London W6 9LA	01.01.11
14 Mylne Close Upper Mall London W6 9TE	02.01.11
22 Upham Park Road W4 1PG	02.01.11
16 Weltje Road, London W6 9TG	01.01.11
4 The Blades, Lower Mall London W6 9DJ	02.01.11
53 Riverview Gardens London SW138QZ	02.01.11
53 Riverview Gardens London SW138QZ	05.01.11
13 Ashchurch Grove London W12 9BT	02.01.11
23 Ravenscourt Park London W6 0TJ	02.01.11
14, Ravenscourt Road London W6 0UG	04.01.11
14, Ravenscourt Road London W6 0UG	02.01.11
8 Barton Road London W14 9HD	03.01.11
3 Ashchurch Park Villas London W12 9SP	03.01.11
3 Ashchurch Park Villas London W12 9SP	29.09.11
11 Marryat Court Cromwell Avenue London W6 9LB	01.10.10
11 Marryat Court Cromwell Avenue London W6 9LB	04.01.11
11 Marryat Court Cromwell Avenue London W6 9LB	03.10.11
3 Lonsdale Road Barnes SW13 9ED	03.01.11
335 Lonsdale Road Barnes SW13 9PY	30.12.10
335 Lonsdale Road Barnes SW13 9PY	18.09.11
14 Marco Road London W6 0PN	30.12.10
14 Marco Road London W6 0PN	29.09.11
13 Dalling Road London W6 0JD	31.12.10
20A Goodwin Rd London W12 9HX	31.12.10
10 Ravenscourt Road London W6 0UG	31.12.10
10 Ravenscourt Road London W6 0UG	29.09.11
11 Ceylon Road London W14 0PY	31.12.10
139 Dalling Road London W6 0ET	31.12.10
139 Dalling Road London W6 0ET	04.01.11
135 Dalling Road London W6 0ET	05.01.11
135 Dalling Road London W6 0ET	31.12.10
London W4 1SF	31.12.10
22 West Hill Road London SW18 1LN	05.01.11
22 West Hill Road London SW18 1LN	31.12.10
135 Dalling Road London W6 0ET	05.01.11
135 Dalling Road London W6 0ET	31.12.10
61 Cambridge Grove London W6 0LB	31.12.10
61 Cambridge Grove London W6 0LB	04.01.11
61 Cambridge Grove London W6 0LB	29.09.11
61 Cambridge Grove London W6 0LB	27.09.11
5 Lord Napier Place London W6 9UB	31.12.10
5 Lord Napier Place London W6 9UB	31.12.10
58a Netherwood Road London W14 0BG	31.12.10
82a Devonport Road London W12 8NU	31.12.10
82a Devonport Road London W12 8NU	30.09.11
209 Hammersmith Grove London W6 0NP	07.12.10
209 Hammersmith Grove London W6 0NP	08.09.11
9 Westmoreland Road London SW13 9RZ	24.12.10
Flat 4, 298 Wandsworth Bridge Road, London	30.11.10
22 Verbena Gardens London W6 9TP	31.12.10

Flat 4 Bridge House 296 - 298 Wandsworth Bridge Road London SW6 2UA	30.11.10
213 Hammersmith Grove London W6 0NP	14.12.10
44 Ravenscourt Gardens London W6 0TU	10.12.10
44 Ravenscourt Gardens London W6 0TU	29.09.11
8 Aiten Place London W6 9UN	10.12.10
25 Cromwell Avenue London W6 9LA	10.12.10
64 Ravenscourt Gardens London W6 0TU	29.09.11
64 Ravenscourt Gardens London W6 0TU	10.12.10
64 Ravenscourt Gardens London W6 0TU	19.09.11
64 Ravenscourt Gardens London W6 0TU	14.09.11
4 Ravenscourt Road London W6 0UG	10.12.10
4 Ravenscourt Road London W6 0UG	30.09.11
4 Marryat Court Cromwell Avenue London W6 9LB	03.10.11
4 Marryat Court Cromwell Avenue London W6 9LB	29.09.11
4 Marryat Court Cromwell Avenue London W6 9LB	10.12.10
4 Marryat Court Cromwell Avenue London W6 9LB	04.01.11
4 Marryat Court Cromwell Avenue London W6 9LB	20.09.11
26 Barclay Road London SW6 1EH	10.12.10
14 Cromwell Avenue London W6 9LA	10.12.10
14 Cromwell Avenue London W6 9LA	29.09.11
41 Mall Road London W6 9DG	10.12.10
5 St Peter's Villas London W6 9BQ	10.12.10
5 St Peter's Villas London W6 9BQ	10.12.10
Flat 43 Charlotte Court Invermead Close London W6 0WW	10.12.10
Flat 49, Carmichael Court Grove Road London SW13 0HA	10.12.10
Flat 49, Carmichael Court Grove Road London SW13 0HA	29.09.11
Flat 21, Carmichael Court Grove Road London SW13 0HA	10.12.10
27 Latymer Court Hammersmith Road London W6 7JD	10.12.10
27 Latymer Court Hammersmith Road London W6 7JD	10.12.10
30 Ellaline Road London W6 9NZ	10.12.10
47 Dawes Road London SW6 7DT	10.12.10
38 Cleveland Square London W2 6DH	10.12.10
Riverside House Chiswick Mall Hounslow London W4 2PR	10.12.10
181 Ashcroft Square King Street London W6 0YW	10.12.10
18 Margaret House Queen Caroline Street London W6 9RD	10.12.10
18 Margaret House Queen Caroline Street London W6 9RD	29.09.11
76 Lonsdale Road Richmond, London SW13 9JS	10.12.10
76 Lonsdale Road Richmond, London SW13 9JS	28.09.11
29 Dalling Road London W6 0JD	10.12.10
2 Morland Court Coningham Road London W12 8BL	10.12.10
Flat 254 Tom Williams House Clem Attlee Court Lillie Road London SW6 7SB	10.12.10
Flat 254 Tom Williams House Clem Attlee Court Lillie Road London SW6 7SB	29.09.11
Flat 1 14 Maclise Road London W14 0PR	10.12.10
Flat 1 14 Maclise Road London W14 0PR	04.12.10
21 Tabor Road London	14.11.10
21 Tabor Road London	06.12.10
21 Tabor Road London	21.09.11
16 Weltje Road London W6 9TG	14.11.10
41 Mall Road London W6 9DG	20.11.10

41 Mall Road London W6 9DG	29.09.11
6 Stamford Brook Avenue W6 0YD London	24.04.11
6 Stamford Brook Avenue W6 0YD London	21.09.11
64a White Hart Lane London SW13 0PZ	12.01.11
41 Mall Road London W6 9DG	20.11.10
Flat 1 10 Bamborough Gardens London W12 8QN	26.01.11
71 Margravine Gardens London W6 8RN	03.02.11
Sutton House, Chiswick Mall London W4 2PR	09.01.11
35 Nasmyth Street London W6 0HA	11.01.11
35 Nasmyth Street London W6 0HA	09.01.11
35 Nasmyth Street London W6 0HA	29.09.11
98 Dalling Road London W6 0JA	09.01.11
1 Rosaville Road London SW6 7BN	09.01.11
1 Rosaville Road London SW6 7BN	24.09.11
1A Bradmore Park Road London W6 0DS	07.01.11
68 Hammersmith Grove London W6 7HA	07.01.11
C/o Independent Talent Oxford House, 76 Oxford Street London W1V LBS	16.01.11
Holly House Church Street London W4 2PH	24.01.11
Holly House Church Street London W4 2PH	12.09.11
16 Delaford Street London SW6 7LT	08.11.10
6 Stamford Brook Avenue London W6 0YD	05.05.11
43 Jeddo Road London W12 9ED	16.11.10
42 Flanchford Road London W12 9ND	02.03.11
Flat B Second Floor 226 King Street London W6 0RA	08.12.10
Flat B Second Floor 226 King Street London W6 0RA	04.12.10
Flat B Second Floor 226 King Street London W6 0RA	29.11.10
Flat B Second Floor 226 King Street London W6 0RA	06.12.10
151 Kings Court Hamlet Gardens London W6 0RP	04.12.10
Olivia Weeks, Edmund Weeks 5 Baronsmead Road Barnes SW13 9RR	29.01.11
22 Netheravon Road London W4 2NA	29.01.11
32 Boscombe Road London W12 9HU	28.01.11
39 Grantham Road London W4 2RT	28.01.11
Barnes London SW13	28.01.11
29 Hillersdon Ave Barnes SW13 0EG	26.01.11
29 Hillersdon Ave Barnes SW13 0EG	27.01.11
Oakgates 45 Lonsdale Road London SW13 9JR	27.01.11
55 Bridge View London W6 9DD	04.12.10
55c Brackenbury Rd London W6 0BG	10.02.11
17 Theresa Road London W6 9AQ	05.12.10
115 Brackenbury Road London W6 0BQ	05.12.10
115 Brackenbury Road London W6 0BQ	21.09.11
28 Lord Napier Place London W6 9UB	06.12.10
41 Westcroft Square London W6 0TA	14.09.11
41 Westcroft Square London W6 0TA	10.12.10
41 Westcroft Square London W6 0TA	13.09.11
41 Westcroft Square London W6 0TA	10.12.10
69 Okehampton Road Brent NW10 3	09.12.10
181 Ashcroft Square King Street London W6 0YW	10.12.10
15 South Parade London W4 1JU	04.01.11
1 Kemble Street London WC2B 4AN	11.02.11

26 Rosebank, Holyport Road London SW6 6LG	16.02.11
54 Bradmore Park Road London W6 0DT	16.02.11
4 Railway Cottages Sulgrave Road London W6 7RJ	16.02.11
4 Cromwell Mansions 213 King Street London W6 9JX	16.02.11
37 Poplar Grove London W6 7RF	16.02.11
23 Ravenscourt Park London W6 0TJ	16.02.11
C/O Abi Harris, Ken Mcreddie Associates 11 Connaught Place London W2 2ET	25.02.11
1 Waterhouse Square 138-142 Holborn London EC1N 2ST	25.02.11
2 St Peter's Grove London W6 9AZ	28.02.11
2 St Peter's Grove London W6 9AZ	29.09.11
2 St Peter's Grove London W6 9AZ	26.09.11
23A Studland Street London W6 0JS	06.01.11
Flat B Second Floor 226 King Street London W6 0RA	06.12.10
43 Cromwell Avenue London W6 9LA	25.08.11
43 Cromwell Avenue London W6 9LA	26.08.11
43 Cromwell Avenue London W6 9LA	02.09.11
42 Cromwell Avenue London W6 9LA	30.08.11
60 King Henry's Reach London W6 9RH	27.01.11
London Focus	02.02.11
NAG	08.02.11
NAG	04.02.11
3 Redmore Road London W6 0HZ	07.12.10
3 Redmore Road London W6 0HZ	25.11.10
12 Weltje Road London W6 9TG	09.12.10
12 Weltje Road London W6 9TG	29.09.11
12 Weltje Road London W6 9TG	20.09.11
12 Weltje Road London W6 9TG	10.12.10
12 Weltje Road London W6 9TG	29.09.11
36 Westcroft Square London W6 0TA	10.12.10
19 Bridge Avenue London W6 9JA	30.12.10
19 Bridge Avenue London W6 9JA	28.09.11
38 Cromwell Avenue London W6 9LA	08.12.10
38 Cromwell Avenue London W6 9LA	31.01.11
38 Cromwell Avenue London W6 9LA	29.09.11
38 Cromwell Avenue London W6 9LA	28.09.11
37 Cromwell Avenue London W6 9LA	26.01.11
37 Cromwell Avenue London W6 9LA	24.01.11
37 Cromwell Avenue London W6 9LA	25.11.10
37 Cromwell Avenue London W6 9LA	16.11.10
37 Cromwell Avenue London W6 9LA	22.12.10
36 Cromwell Avenue London W6 9LA	31.10.11
15 Dalling Road London W6 0JD	03.01.11
13 Ravenscourt Avenue London W6 0SL	25.11.10
13 Ravenscourt Avenue London W6 0SL	14.11.10
13 Rivercourt Road London W6 9LD	02.01.11
1 Rivercourt Road London W6 9LD	06.10.11
273a New Kings Road London SW6 4RD	06.01.11
Fisherman's Place Church Street London W4 2PH	10.12.10
Fisherman's Place Church Street London W4 2PH	29.09.11
59a Devonport Road London W12 8PB	10.12.10
12 Oldfield House Devonshire Road London W4 2AP	10.12.10

Flat D 15 Rivercourt Road London W6 9LD	10.12.10
Flat 2 38 Paddenswick Road London W6 0UB	10.12.10
Flat 2 38 Paddenswick Road London W6 0UB	29.09.11
16 Riverside Gardens London W6 9LE	10.12.10
12 Ravenscourt Gardens London W6 0TU	10.12.10
12 Ravenscourt Gardens London W6 0TU	29.09.11
16 Riverside Gardens Hammersmith London W6 9LE	10.12.10
67 Riverview Gardens London SW13 8QZ	10.12.10
67 Riverview Gardens London SW13 8QZ	16.09.11
26 - 28 Standish Road London W6 9AL	10.12.10
26 - 28 Standish Road London W6 9AL	29.09.11
Sussex House 12 Upper Mall London W6 9TA	10.12.10
Sussex House 12 Upper Mall London W6 9TA	03.10.11
62 Aspen Gardens London W6 9JE	20.12.10
62 Aspen Gardens London W6 9JE	27.09.11
Flat 18, 56 Bemerton Street London N1 0BN	20.12.10
70 Black Lion Lane London W6 9BE	20.12.10
70 Black Lion Lane London W6 9BE	29.09.11
70 Black Lion Lane London W6 9BE	28.09.11
11 Weltje Road London W6 9TG	19.12.10
11 Weltje Road London W6 9TG	22.12.10
19 Holmead Road London SW6 2JE	19.12.10
15 Ashchurch Terrace London W12 9SL	18.12.10
45 Ravenscourt Park Mansions Paddenswick Road London W6 0HG	22.12.10
162A King Street, Off Felgate Mews Hammersmith W6 0QU	22.12.10
18 Brackenbury Gardens London W6 0BP	22.12.10
5 Redmore Road London W6 0HZ	23.12.10
5 Redmore Road London W6 0HZ	29.09.11
195 Goldhawk Road London W12 8EP	23.12.10
Barnes	23.12.10
33 Grove Road Barnes London SW13 0HH	23.12.10
105 Black Lion Lane London W6 9BG	23.12.10
8 Castelnau Gardens London SW13 8DU	23.12.10
8 Castelnau Gardens London SW13 8DU	29.09.11
140 King Street London W6 0QU	20.05.11
238-246 King Street London W6 0RF	04.01.11
12 Ravenscourt Gardens London W6 0TU	10.01.11
11 Bradmore Park Road London W6 0DT	10.03.11
Mall Road, Hammersmith	23.12.10
Mall Road, Hammersmith	19.09.11
13 Weltje Road Hammersmith London W6 9TG	23.12.10
13 Weltje Road Hammersmith London W6 9TG	28.08.11
156 Avenue Road London W3 8QG:	23.12.10
28 Aspen Gardens London W6 9JD	23.12.10
28 Aspen Gardens London W6 9JD	30.12.10
56 Ravenscourt Road London W6 0UG	23.12.10
56 Ravenscourt Road London W6 0UG	25.09.11
56 Ravenscourt Road London W6 0UG	27.08.11
26 Madrid Road London SW13 9PD	20.12.10
7 Lord Napier Place London	07.01.11
28 Rylett Road London W12 9SS	21.12.10

30 Agate Road London W6 0AH	21.12.10
40 Wingate Road London W6 0UR	21.12.10
40 Wingate Road London W6 0UR	30.08.11
Flat 1 165 Hammersmith Grove London W6 0NJ	21.12.10
95 Riverside Gardens London W6 9LF	19.01.11
43a Waldemar Avenue, London	09.11.10
22 Upper Mall London W6 9TA	04.01.11
22 Upper Mall London W6 9TA	26.09.11
16 Weltje Road, London W6 9TG	14.11.10
16 Weltje Road, London W6 9TG	07.01.11
Bazalgette Court Great West Road London W6 9AG	15.04.11
42 Greenside Road London W12 9JG	01.04.11
42 Greenside Road London W12 9JG	06.11.11
80 Aspen Gardens London W6 9JE	03.01.11
96 Riverside Gardens London W6 9LF	26.12.10
96 Riverside Gardens London W6 9LF	12.01.11
80 Riverside Gardens London W6 9LF	07.01.11
80 Riverside Gardens London W6 9LF	29.09.11
43 Mirabel Road London SW6 7EQ	08.11.10
35 Perrers Road London W6 0EY	01.01.11
3 Ravenscourt Square London W6 0TW	01.01.11
35 Mall Road London W6 9DG	04.01.11
35 Mall Road London W6 9DG	30.09.11
49 Ashchurch Grove London W12 9BU	04.01.11
5 Ashchurch Park Villas London W12 9SP	04.01.11
5 Ashchurch Park Villas London W12 9SP	28.09.11
197 Goldhawk Road London W12 8EP	04.01.11
Hadleigh House 5 Rivercourt Road London W6 9LD	04.01.11
Hadleigh House 5 Rivercourt Road London W6 9LD	28.09.11
81 Greenside Road London W12 9JQ	04.01.11
81 Greenside Road London W12 9JQ	29.09.11
Dawson House 5 Jewry Street London EC3N 2PJ	04.01.11
Barnes,355 Lonsdale Road	04.01.11
21 Lower Mall London W6 9DJ	29.09.11
21 Lower Mall London W6 9DJ	04.01.11
21 Lower Mall London W6 9DJ	21.09.11
35 Ashchurch Grove London W12 9BU	03.01.11
35 Ashchurch Grove London W12 9BU	04.01.11
35 Ashchurch Grove London W12 9BU	30.09.11
1a Raynham Road London W6 0HY	04.01.11
Studio 6,16 Ravenscroft Road London W4 5EQ	04.01.11
31 Hartswood Road London W12 9NE	04.01.11
Flat 3, 29 Chiswick Lane London W4 2LR	04.01.11
69 Thames Village Hartington Road London W4 3UF	04.01.11
4 Emlyn Road London W12 9TD	04.01.11
4 Emlyn Road London W12 9TD	06.01.11
Flat Second Floor 7 Fulham Park Road London SW6 4LH	15.11.10
5 Wingate Road London W6 0UR	27.12.10
54 Mall Road London W6 9DG	27.12.10
54 Mall Road London W6 9DG	29.09.11
1 Wellesley Avenue London W6 0UP	28.12.10
3 Ashchurch Terrace London W12 9SL	11.04.11

110 Riverside Gardens London W6 9LF	05.09.11
NAG Barnes	06.12.10
NAG Barnes	26.09.11
NAG Barnes	06.12.10
NAG Barnes	27.09.11
20 Irving Road London W14 0JS	06.12.10
63 Lonsdale Road London SW13 9JR	06.12.10
63 Lonsdale Road London SW13 9JR	28.09.11
2 Terrace Villas, Hammersmith Terrace London W6 9TU	06.12.10
2 Terrace Villas, Hammersmith Terrace London W6 9TU	09.12.10
15 Upper Mall London W6 9TA	07.01.11
54 Upper Mall London W6 9TA	29.09.11
52 Upper Mall London W6 9TA	03.10.11
Kelmscott House 26 Upper Mall London W6 9TA	31.12.10
Kelmscott House 26 Upper Mall London W6 9TA	26.09.11
21 Upper Mall London W6 9TA	12.12.10
6 Beryl Road London W6 8JT	09.11.10
6 St Peter's Villas London W6 9BQ	10.11.10
6 St Peter's Villas London W6 9BQ	25.12.11
6 St Peter's Villas London W6 9BQ	12.09.11
6 St Peter's Villas London W6 9BQ	29.09.11
14 Caroline House Queen Caroline Street London W6 9RG	19.12.10
14 Caroline House Queen Caroline Street London W6 9RG	25.09.11
Flat 14 Caroline House Queen Caroline Street London W6 9RG	19.12.10
12 Westcroft Square London W6 0TB	02.01.11
4A Verbena Gardens Hammersmith London W6 9TP	19.12.10
7 Kingswood Avenue Carlton Colville Lowestoft Suffolk NR33 8BZ	28.03.11
79 Ravenscourt Road London W6 0UJ	30.11.10
79 Ravenscourt Road London W6 0UJ	22.12.10
79 Ravenscourt Road London W6 0UJ	24.12.10
1 Rosaville Road London SW6 7BN	27.11.10
3 Hammersmith Terrace London W6 9TS	29.11.10
2 St Peter's Villas London W6 9BQ	29.11.10
26 Ceylon Road London W14 0PY	29.12.10
10 Luxemburg Gardens London W6 7EA	29.11.10
10 Luxemburg Gardens London W6 7EA	01.09.11
52 Weltje Road London W6 9LT	01.12.10
9A St Peter's Square London W6 9AB	29.11.10
110 Riverview Gardens London SW13 8RA	02.12.10
110 Riverview Gardens London SW13 8RA	30.08.11
353a King Street London W6 9NH	01.12.10
3 Queen Elizabeth Walk London SW13 9SA	06.12.10
6 Stamford Brook Road London W6 0XH	06.12.10
1 Lord Napier Place London W6 9UB	28.09.11
1 Lord Napier Place London W6 9UB	24.09.11
13 Bridge Avenue Mansions Bridge Avenue London W6 9JB	04.01.11
2 Rutland Grove London W6 9DH	12.12.10
2 Rutland Grove London W6 9DH	14.12.10
54 Mall Road London W6 9DG	27.12.10
54 Mall Road London W6 9DG	29.09.11
41 Mall Road London W6 9DG	05.12.10

41 Mall Road London W6 9DG	20.12.10
17 Upper Mall London W6 9TA	04.01.11
113 Cheesemans Terrace London W14 9XH	08.04.11
6 Stamford Brook Avenue London W6 0YD	24.04.11
15 Beatrice House Queen Caroline Street London W6 9EB	04.01.11
86 Riverside Gardens London W6 9LF	04.01.11
6 Lower Mall London W6 9DJ	04.04.11
52A Digby Mansions Hammersmith Bridge Road London W6 9DF	22.09.11
52 Digby Mansions Hammersmith Bridge Road London W6 9DF	09.12.10
21 Marryat Court Cromwell Avenue London W6 9LB	04.01.11
24 Marryat Court Cromwell Avenue London W6 9LB	04.01.11
35 Mall Road London W6 9DG	03.01.11
35 Mall Road London W6 9DG	03.01.11
35 Mall Road London W6 9DG	29.09.11
373 King Street London W6 9NJ	03.01.11
373 King Street London W6 9NJ	29.09.11
373 King Street London W6 9NJ	03.01.11
373 King Street London W6 9NJ	29.09.11
7 Latymer Court Hammersmith Road London W6 7JB	03.01.11
36 Acacia Road London W3 6HF	03.01.11
10 Chiddingstone Street London SW6 3TG	03.01.11
C/o 4 Granville Mansions Shepherds Bush Green W12 8QA	03.01.11
9e Gliddon Road London W14 9BH	03.01.11
The Studio House 71 Becklow Road London W12 9HH	03.01.11
29 Dalling Road London W6 0JD	03.01.11
29 Dalling Road London W6 0JD	29.09.11
9 Ravenscourt Place London W6 0UN	04.01.11
40 Rylett Road London W12 9ST	02.01.11
16 Digby Mansions Hammersmith Bridge Road London W6 9DE	22.12.10
28 Studland Street London W6 0JS	07.12.10
28 Studland Street London W6 0JS	30.08.11
54 Ravenscourt Gardens London W6 0TU	04.12.10
54 Ravenscourt Gardens London W6 0TU	27.09.11
17 Dalling Road London W6 0JD	07.12.10
22 Lonsdale Road London SW13 9EB	06.12.10
41 Ashchurch Grove London W12 9BU	07.12.10
41 Ashchurch Grove London W12 9BU	07.12.10
Linklaters LLP One Silk Street London EC2Y 8HQ	07.12.10
43 Black Lion Lane London W6 9BG	10.12.10
43 Black Lion Lane London W6 9BG	30.09.11
52 Homefield Road Chiswick London W4 2LW	09.12.10
54 Upper Mall London W6 9TA	10.12.10
32 Ravenscourt Road London W6 0UG	22.12.10
32 Ravenscourt Road London W6 0UG	29.09.11
12 Perrers Road London W6 0EZ	22.12.10
12 Perrers Road London W6 0EZ	30.09.11
78 Cardross Street London W6 0DR	22.12.10
C/o CMA Planning 113 The Timberyard Drysdale Street London N1 6ND	22.12.10
C/o CMA Planning 113 The Timberyard Drysdale Street London N1 6ND	29.12.10

51 Perham Road W14 9SP London	22.12.10
107 Black Lion Lane London W6 9BG	21.12.10
107 Black Lion Lane London W6 9BG	29.09.11
96 Aspen Gardens London W6 9JE	21.12.10
96 Aspen Gardens London W6 9JE	23.12.10
83 Iffley Road, London W6 0PD	21.12.10
79 Netheravon Road Chiswick W42NB	21.12.10
26 Rylett Crescent London W12 9RL	21.12.10
26 Madrid Road London SW13 9PD	21.12.10
Flat 4, 15 Ravenscourt Road London W6 0UH	20.12.10
Top Flat 49 Netherwood Road London W14 0BL	08.11.10
69 Margravine Gardens London W6 9RN	08.11.10
Cardross Street	24.11.10
208A King Street London W6 0RA	01.11.11
8 Ravenscourt Road London W6 0UG	29.09.11
8 Ravenscourt Road London W6 0UG	04.10.11
6 Ravenscourt Road London W6 0UG	31.10.11
46 Weltje Road London W6 9LT	21.09.11
Flat A 35 Findon Road London W12 9PP	25.12.10
Flat A 35 Findon Road London W12 9PP	30.12.10
Flat A 35 Findon Road London W12 9PP	10.11.10
Flat A 35 Findon Road London W12 9PP	21.09.11
23 Studland Street London W6 0JS	10.11.10
23 Studland Street London W6 0JS	10.12.10
Flat A 52 Mall Road London W6 9DG	11.11.10
22 Acfold Rd.	09.11.10
6 Stamford Talalay London W6 0YD	24.04.11
15 Marryat Court Cromwell Avenue London W6 9LB	17.11.10
18 St Peter's Square London W6 9AJ	04.01.11
18 St Peter's Square London W6 9AJ	28.09.11
38 Leamore Street London W6 0JZ	30.12.10
79 Ravenscourt Road London W6 0UJ	24.12.10
84 Riverside Gardens London W6 9LF	29.09.11
84 Riverside Gardens London W6 9LF	18.01.11
84 Riverside Gardens London W6 9LF	23.09.11
7 Chiswick Mall London W4 2	17.01.11
Labour MP For Hammersmith	04.01.11
Labour MP For Hammersmith	28.09.11
37 Bradmore Park Road London W6 0DT	04.01.11
43 Greenside Road London W12 9JQ	04.01.11
11 Dalling Road London W6 0JD	10.12.10
70A St Elmo Road London W12 9DX	10.12.10
70A St Elmo Road London W12 9DX	26.01.11
70A St Elmo Road London W12 9DX	30.09.11
9 Margravine Gardens London W6 8RL	04.01.11
9 Margravine Gardens London W6 8RL	30.09.11
9 Margravine Gardens London W6 8RL	03.10.11
96 Riverside Gardens London W6 9LF	05.01.11
FLAT 1 10 BAMBOROUGH GARDENS LONDON	26.01.11
Flat Second And Third Floor 49 Netherwood Road London W14 0BL	08.11.10
Flat Ground Floor 43 Waldemar Avenue London SW6 5LN	25.11.10

12 Rainville Road London W6 9HA	19.12.10
47 Black Lion Lane London W6 9BG	31.12.10
47 Black Lion Lane London W6 9BG	31.12.10
78 Baron's Court Road London W14 9DU	25.03.11
45 Marville Road London SW6 7BB	10.11.10
31 Sterndale Road London W14 0HT	10.11.10
70 Cowcross Street London EC1M 6EJ	19.01.11
70 Cowcross Street London EC1M 6EJ	04.10.11
1 Redmore Rd London W6 0HZ	23.01.11
20A Warwick Rd London W5 3XJ	26.01.11
40 Bute Gardens Brook Green London W6 7DS	04.01.11
159 Askew Road London W12 9AU	31.12.10
159 Askew Road London W12 9AU	30.09.11
29 Binden Road London W12 9RJ	31.12.10
32 Rylett Crescent London W12 9RL	31.12.10
Kelmscott House 26 Upper Mall London W6 9TA	29.09.11
Kelmscott House 26 Upper Mall London W6 9TA	31.12.10
Kelmscott House 26 Upper Mall London W6 9TA	30.09.11
53 Summerlands Avenue London W3 6EW	31.12.10
223 Goldhawk Road London W12 8ER	31.12.10
223 Goldhawk Road London W12 8ER	29.09.11
City Hall The Queen's Walk London SE1 2AA	04.01.11
City Hall The Queen's Walk London SE1 2AA	31.12.10
144 Dalling Road London W6 0EU	31.12.10
21 Miller's Court, Chiswick Mall London W4 2PF	31.12.10
11 Lower Mall London W6 9DJ	31.12.10
11 Lower Mall London W6 9DJ	27.09.11
92 Carthew Road London W6 0DX	30.12.10
33 Ashchurch Grove London W12 9BU	31.12.10
5 Providence Villas Brackenbury Road London W6 0BA	31.12.10
78 Baron's Court Road London W14 9DU	25.03.11
6 St Peter's Villas London W6 9BQ	23.12.10
6 St Peter's Villas London W6 9BQ	12.09.11
6 St Peter's Villas London W6 9BQ	29.09.11
20 Ashchurch Grove London W12 9BT	29.12.10
20 Ashchurch Grove London W12 9BT	23.12.10
254 Top Flat, King Street London W6 0SP	24.12.10
3 Albion Court Albion Place London W6 0QT	15.12.10
263 Lonsdale Road London SW13 9QL	16.12.10
1st Floor Flat 197 Hammersmith Grove London W6 0NP	18.12.10
3 Redmore Road London W6 0HZ	20.11.10
3 Redmore Road London W6 0HZ	29.11.10
3 Redmore Road London W6 0HZ	07.12.10
33 Brooke Green London W6 7BL	08.12.10
60 British Grove London W4 2NL	08.12.10
46 Nowell Road Barnes London SW13 9BS	28.11.10
61 Riverview Gardens Barnes London SW13 8QZ	07.12.10
73 Lillian Road London SW13 9JF	07.12.10
73 Lillian Road London SW13 9JF	30.09.11
35 Aldenlsey Road London W6 0DH	31.10.10
36 Cromwell Avenue London W6 9LA	01.11.10
19 St Peter's Road London W6 9BA	04.01.11

42 Ashchurch Grove London W12 9BU	23.12.10
10 Blades Court 16 Lower Mall London W6 9DJ	29.09.11
10 Blades Court 16 Lower Mall London W6 9DJ	29.12.10
10 Blades Court 16 Lower Mall London W6 9DJ	22.09.11
22 Beardsley Way London W3 7YQ	31.12.10
19 Stanwick Road London W14 8TL	31.12.10
Nasmyth Street London W6 0HA	31.12.10
35 Melville Court London W12 9NY	24.12.10
42 Black Lion Lane London W6 9BE	04.01.11
Flat 17,12 Star Road W14 9QA	21.12.10
30 Ellaline Road London W6 9NZ	21.12.10
46 Lily Close London W14 9YA	30.12.10
67 Oaklands Grove London W12 0JE	23.12.10
79 Palace Gardens Terrace London W8 4	21.12.10
14 Burnand House,Redan Street London W14 0LW	04.01.11
14 Burnand House,Redan Street London W14 0LW	30.09.11
14 Burnand House,Redan Street London W14 0LW	30.12.10
14 Burnand House Redan Street London W14 0LW	04.01.11
14 Burnand House Redan Street London W14 0LW	30.12.10
14 Burnand House Redan Street London W14 0LW	30.09.11
24 Wolverton Gardens London W6 7DY	07.01.11
29 Paddenswick Road London W6 0UA	29.12.10
29 Paddenswick Road London W6 0UA	30.12.10
209 Castelnau London SW13 9EA	30.12.10
209 Castelnau London SW13 9EA	24.12.10
45 St Dunstons Road London W6 8RE	30.12.10
45 St Dunstons Road London W6 8RE	25.09.11
10 Hammersmith Terrace London W6 9TS	23.12.10
24 Wilfrid Gardens London W3 0	23.12.10
37 Gunterstone Road London W14 9BP	14.01.11
37 Gunterstone Road London W14 9BP	24.12.10
37 Gunterstone Road London W14 9BP	04.10.11
53 Overstone Road London W6 0AD	24.12.10
8 Queens Mansions,Brook Green London W6 7EB	24.12.10
4 Wingate Road London W6 0UR	24.12.10
37 Rowan Road London W6 7DT	21.12.10
46 Southerton Road London W6 0PH	21.12.10
160 Hamlet Gardens London W6 0TR	22.12.10
22 Applegarth Road London W14 0HY	22.12.10
16 Paddenswick Road London W6 0UB	22.12.10
8 Furber Street London W6 0HE	23.12.10
8 Furber Street London W6 0HE	29.09.11
46 Southerton Road L London W6 0PH	23.12.10
71 Hamlet Gardens London W6 0SX	29.09.11
71 Hamlet Gardens London W6 0SX	23.12.10
71 Hamlet Gardens London W6 0SX	27.09.11
12 Greenside Road London W12 9JG	23.12.11
106 Dalling Road London W6 0JA	23.12.10
106 Dalling Road London W6 0JA	29.09.11
106 Dalling Road London W6 0JA	28.09.11
2 Ravenscourt Place London W6 0UN	24.12.10
47 Black Lion Lane London W6 9BG	29.09.11

47 Black Lion Lane London W6 9BG	24.12.10
47 Black Lion Lane London W6 9BG	30.09.11
14 Burnand House, Redan Street London W14 0LW	24.12.10
14 Burnand House, Redan Street London W14 0LW	30.09.11
100 Fleet Court Emlyn Gardens London W12 9UF	24.12.10
Flat B First And Second Floors 128 Dalling Road London W6 0EP	24.12.10
14 Samels Court London W6 9TL	29.10.10
14 Samels Court London W6 9TL	21.12.10
14 Samels Court London W6 9TL	24.12.10
14 Samels Court London W6 9TL	29.09.11
47 Richford Street London W6 7HJ	24.12.10
41 Lochaline Street London W6 9SJ	24.12.10
The Dove Pier, Upper Mall London W6 9TA	20.09.11
The Dove Pier, Upper Mall London W6 9TA	21.09.11
The Dove Pier, Upper Mall London W6 9TA	29.09.11
The Dove Pier, Upper Mall London W6 9TA	20.09.11
The Dove Pier, Upper Mall London W6 9TA	30.12.10
39 Digby Mansions Hammersmith Bridge Road London W6 9DF	30.12.10
127B Glenthorne Road London W6 0LJ	30.12.10
64 Cardross Street London W6 0DR	29.12.10
64 Cardross Street London W6 0DR	26.09.11
Kelmscott House 26 Upper Mall London W6 9TA	29.09.11
Kelmscott House 26 Upper Mall London W6 9TA	29.12.10
Kelmscott House 26 Upper Mall London W6 9TA	28.09.11
Kelmscott House 26 Upper Mall London W6 9TA	27.09.11
48 Black Lion Lane London W6 9BE	29.12.10
48 Black Lion Lane London W6 9BE	30.09.11
132 King Street London W6 0QU	29.12.10
132 King Street London W6 0QU	29.09.11
Flat 6 Cromwell Mansions 213 King Street London W6 9JX	05.01.11
Flat 6 Cromwell Mansions 213 King Street London W6 9JX	04.10.11
14 Marryat Court Cromwell Avenue London W6 9LB	05.01.11
13 Ashchurch Grove London W12 9BT	05.01.11
92 Masbro Road London W14 0LR	07.12.10
92 Masbro Road London W14 0LR	29.09.11
6 Berestede Road Hammersmith London W6 9NP	10.12.10
6 Berestede Road Hammersmith London W6 9NP	08.12.10
Jeddo Road London, W12 9ED	08.12.10
4 Nassan Road London SW13 9QE	04.11.10
NAG Barnes	04.11.10
2 Wormholt Road London W12 0SL	06.11.10
2 Wormholt Road London W12 0SL	29.09.11
1 Rivercourt Road London W6 9LD	12.11.10
43 Welbeck Street London W1G 8DX	10.11.10
NAG Cheesemans Terrace	11.11.10
Brampton House Church Street Chiswick	11.11.10
51 Hartswood Road London W12 9NE	12.11.10
64 Lonsdale Road London SW13 9JS	19.11.10
64 Lonsdale Road London SW13 9JS	09.09.11
84 Aylmer Road London W12 (LQ)	07.02.11

10 Rutland Grove London W6 9DH	29.12.10
10 Rutland Grove London W6 9DH	29.09.11
27 Ravenscourt Gardens London W6 0TU	30.12.10
9 Lord Napier Place London W6 9UB	30.12.10
Kelmscott House 26 Upper Mall London W6 9TA	30.12.10
Kelmscott House 26 Upper Mall London W6 9TA	30.09.11
85 Chesson Road London W14 9QS	30.12.10
1 Seagrove, Selsey Chichester PQ20 9HT	30.12.10
1 Seagrove, Selsey Chichester PQ20 9HT	30.09.11
71 Hamlet Gardens London W6 0SX	30.12.10
Flat 12 Surcot House, Union Road London SW4 6JS	30.12.10
6 Percy Road London W12 9QA	30.12.10
4 Ravenscourt Road London W6 0UG	30.12.10
4 Ravenscourt Road London W6 0UG	29.09.11
9 Binden Road London W12 9RJ	30.12.10
MP For Richmond Park And North Kingston	12.01.11
MP For Richmond Park And North Kingston	13.09.11
3 Marryat Court Cromwell Avenue London W6 9LB	04.01.11
3 Marryat Court Cromwell Avenue London W6 9LB	29.09.11
35 Mall Road London London W6 9DG	04.01.11
35 Mall Road London London W6 9DG	30.09.11
22B Digby Mansions Hammersmith Bridge Road London W6 9DE	04.01.11
22B Digby Mansions Hammersmith Bridge Road London W6 9DE	29.09.11
2 Dalling Road London W6 0JB	02.01.11
2 Dalling Road London W6 0JB	04.01.11
2 Dalling Road London W6 0JB	30.09.11
8 Weltje Road London W6 9TG	04.01.11
8 Weltje Road London W6 9TG	29.09.11
8 Marryat Court Cromwell Avenue London W6 9LB	04.01.11
8 Marryat Court Cromwell Avenue London W6 9LB	04.01.11
11 Marryat Court Cromwell Avenue London W6 9LB	04.01.11
14 Lord Napier Place London W6 9UB	04.01.10
53 Black Lion Lane London W6 9BG	04.01.11
53 Black Lion Lane London W6 9BG	29.09.11
53 Black Lion Lane London W6 9BG	26.09.11
55 Emlyn Road London W12 9TG	04.01.11
55 Emlyn Road London W12 9TG	23.09.11
12 Marryat Court Cromwell Avenue London W6 9LB	04.01.11
46 Ravenscourt Gardens London W6 0TU	04.01.11
46 Ravenscourt Gardens London W6 0TU	04.01.11
Flat B 27 Perrers Road London W6 0EY	04.01.11
Hammersmith Police Station 226 Shepherds Bush Road London W6 7NX	08.12.10
Hammersmith Police Station 226 Shepherds Bush Road London W6 7NX	06.01.11
Hammersmith Police Station 226 Shepherds Bush Road London W6 7NX	09.12.10
33 Irving Road London W14 0JT	12.12.10
33 Irving Road London W14 0JT	01.12.10
33 Irving Road London W14 0JT	18.09.11

45 Netherwood Road London W14 OBL	12.12.10
2a Bassein Park Road London W12 9RY	12.12.10
43 Mall Road London W6 9DG	03.12.10
43 Mall Road London W6 9DG	12.09.11
12/14 Upper Mall London W6 9TA	15.12.10
12/14 Upper Mall London W6 9TA	27.09.11
8 Thames Reach Rainville Road London W6 9HS	15.12.10
8 Thames Reach Rainville Road London W6 9HS	29.09.11
NAG Barnes	14.12.10
24 Airedale Avenue Chiswick London W4 2NW	06.12.10
C/o Dalzell & Beresford 26 Astwood Mews London SW7 4DE	14.12.10
52 Hartswood Road London W12 9NF	14.12.10
34 Sterndale Road London W14 0HS	07.12.10
27 Meadowbank Close London SW6 6PE	20.12.10
72 Southerton Road London W6 0PH	20.12.10
Swan House,Chiswick Mall London W4 2PS	20.12.10
The Seasons 17 Upper Mall London W6 9TA	22.01.11
The Seasons 17 Upper Mall London W6 9TA	16.09.11
The Seasons 17 Upper Mall London W6 9TA	20.12.10
1 Armstrong Way Southall, Middlesex UB2 4SA	20.12.10
17 St Peter's Grove London W6 9AY	20.12.10
17 St Peter's Grove London W6 9AY	29.09.11
20 Ashchurch Grove London W12 9BT	20.12.10
20 Ashchurch Grove London W12 9BT	29.09.11
48 Ravenscourt Gardens London W6 0TU	20.12.10
17 Cromwell Avenue London W6 9LB	20.12.10
4 Northgate Mews North Street Midhurst GU29 9DR	20.12.10
38 Ashchurch Grove London W12 9BU	04.01.11
263 Goldhawk Road London W12 8EU	04.01.11
31 St Peter's Square London W6 9NW	04.01.11
31 St Peter's Square London W6 9NW	24.09.11
11 St Peter's Grove London W6 9AY	04.01.11
232A Blythe Road London W14 0HJ	04.01.11
30, Sterndale Road London W14 0HS	05.01.11
2 Chacombe Place Beaconsfield Bucks HP9 2WS	06.01.11
Labour Councillor For Hammersmith Broadway Ward	07.01.11
12 Palgrave Road London W12 9NB	07.01.11
15 Findon Road London, W12 9PZ	13.12.10
36B Ashchurch Park Villas London W12 9SP	13.12.10
36B Ashchurch Park Villas London W12 9SP	30.09.11
21 Upper Mall London W6 9TA	13.12.10
21 Upper Mall London W6 9TA	29.09.11
383 North End Road London SW6 1NP	13.12.10
68 Carthew Rod London W6 0DX	29.11.10
68 Carthew Rod London W6 0DX	27.09.11
22 Anley Road London W14 0BY	16.12.10
31 B Iffley Road London W6 0PB	16.12.10
31 B Iffley Road London W6 0PB	03.10.11
7 Drake Court Scotts Road London W12 8HG	16.12.10
7 Drake Court Scotts Road London W12 8HG	27.08.11
30 Ravenscourt Road London W6 0UG	17.12.10
30 Ravenscourt Road London W6 0UG	29.09.11

Flat 6 Sydney House Woodstock Road Chiswick London W4 1DP	16.12.10
47 Novello Street London SW6 4JB	16.12.10
189 Dalling Road London W6 0eS	05.12.10
Bushwacker Wholefoods 132 King Street London W6 0QU	15.12.10
Bushwacker Wholefoods 132 King Street London W6 0QU	30.09.11
154 King Street Hammersmith London W6 0QU	13.12.10
57 Southerton Road London W6 0PJ	24.01.11
57 Southerton Road London W6 0PJ	29.09.11
5 Rivercourt Road London W6 9LD	27.01.11
18 Ashchurch Park Villas London W12 9SP	27.01.11
37 Waterhouse Close London W6 8DQ	27.01.11
29 Ashchurch Park Villas London W12 9SP	27.01.11
Lower Mall Hammersmith W6 9DJ	27.01.11
7 Pelham Place London SW7 2NQ	26.01.11
11 Thames Village Hartington Road London W4 3UE	26.01.11
13 Hebron Road London W6 0PQ	26.01.11
58 Bradmore Park Road London W6 0DT	26.01.11
181 Dalling Road London W6 0ES	26.01.11
15 Hebron Road London W6 0PQ	26.01.11
44 Southerton Rd London W6 0PH	26.01.11
83 Prebend Gardens London W6 0XT	03.12.10
83 Prebend Gardens London W6 0XT	27.09.11
10 Ceylon Road London W14 0PY	02.12.10
18 Stonor Road London W14 8RZ	03.12.10
12, Ashley Drive North Ashley Heath Ringwood Hants BH24 2JN	07.12.10
32 Upper Mall London W6 9TA	09.12.10
Westcott Lodge 22 Lower Mall London W6 9DJ	28.09.11
Westcott Lodge 22 Lower Mall London W6 9DJ	09.12.10
Westcott Lodge 22 Lower Mall London W6 9DJ	04.01.11
10 Weltje Road London W6 9TG	09.12.10
10 Weltje Road London W6 9TG	26.09.11
29 Perrers Road London W6 0EY	10.12.10
29 Perrers Road London W6 0EY	29.09.11
Flat 3, Blades Court 16 Lower Mall London W6 9DJ	26.01.11
20 Riverview Gardens London SW13 8QY	26.01.11
20 Riverview Gardens London SW13 8QY	13.09.11
23 Ashchurch Park Villas London W12 9SP	27.01.11
99 Ravenscourt Road London W6 0UJ	24.11.10
2 Eyot Gardens London W6 9TN	23.03.11
2 Eyot Gardens London W6 9TN	29.09.11
28 Studland Street London W6 0JS	07.12.10
28 Studland Street London W6 0JS	10.10.11
28 Studland Street London W6 0JS	30.09.11
17A Bronsart Road London SW6 6AJ	07.01.11
4 Ravenscourt Road London W6 0UG	29.12.10
4 Ravenscourt Road London W6 0UG	31.12.10
4 Ravenscourt Road London W6 0UG	29.09.11
43 Iffley Road London W6 OPB	28.12.10
43 Iffley Road London W6 OPB	30.12.10
8 Ravenscourt Road London W6 0UG	28.12.10
8 Ravenscourt Road London W6 0UG	29.09.11

8 Ravenscourt Road London W6 0UG	04.10.11
34 St Peter's Square London W6 9NW	27.12.10
7 Rivercourt Road London W6 9LD	29.12.10
7 Rivercourt Road London W6 9LD	01.10.11
7 Rivercourt Road W6 9LD London	29.12.10
3 Binden Road London W12 9RJ	29.12.10
6 Gayford Road London W12 9BN	29.12.10
297 King Street London W6 9NH	29.12.10
297 King Street London W6 9NH	15.09.11
16 Bowfell Rd London W6 9HE	29.12.10
144 Dalling Road London W6 0EU	31.12.10
144 Dalling Road London W6 0EU	11.01.11
144 Dalling Road London W6 0EU	30.12.10
28 St Peters Square London W6 9NW	30.12.10
28 St Peters Square London W6 9NW	29.09.11
28 St Peters Square London W6 9NW	23.09.11
39 Digby Mansions Hammersmith Bridge Road London W6 9DF	30.12.10
39 Digby Mansions Hammersmith Bridge Road London W6 9DF	30.09.11
39 Digby Mansions Hammersmith Bridge Road London W6 9DF	29.09.11
12 Beauclerc Road London W6 0NS	30.12.10
Riverside House Chiswick Mall W4 2PR	30.12.10
Riverside House Chiswick Mall W4 2PR	31.12.10
Riverside House Chiswick Mall W4 2PR	19.09.11
39 Digby Mansions Hammersmith Bridge Road London W6 9DF	29.09.11
39 Digby Mansions Hammersmith Bridge Road London W6 9DF	30.12.10
39 Digby Mansions Hammersmith Bridge Road London W6 9DF	30.09.11
26 Brackenbury Gardens London W6 0BP	30.12.10
58 Black Lion Lane London W6 9BE	30.12.10
38 Ashchurch Grove London W12 9BU	30.09.11
38 Ashchurch Grove London W12 9BU	31.12.10
38 Ashchurch Grove London W12 9BU	03.10.11
36 Rylett Road London W12 9SS	01.01.11
12 Foster Road London W4 4NY	12.04.11
66 Richford Street London W6 7HP	09.12.10
15 Ashchurch Grove London W12 9BT	10.12.10
15 Ashchurch Grove London W12 9BT	29.09.11
132 Glen Albyn Road London SW19 6HF	08.12.10
5 Bassein Park Road London W12 9RN	10.12.10
11 Cromwell Avenue London W6 9LA	08.12.10
11 Cromwell Avenue London W6 9LA	30.09.11
19 Dalling Road London W6 0JD	10.12.10
19 Dalling Road London W6 0JD	28.09.11
105 Black Lion Lane London W6 9BG	10.12.10
16 Brook Green London W6 7BL	03.11.10
16 Brook Green London W6 7BL	10.12.10
12 Perrers Road London W6 0EZ	10.12.10
12 Perrers Road London W6 0EZ	30.09.11
43 Mall Road London W6 9DG	03.12.10
43 Mall Road London W6 9DG	29.09.11
2 Eyot Gardens London W6 9TN	23.03.11
London Parks & Gardens Trust Duck Island Cottage St St James's Park London SW1A 2BJ	13.01.11

17 Marryat Court Cromwell Avenue London W6 9LB	13.01.11
23 Pleydell Ave London W6 0XX	12.01.11
C/o ITG Oxford House 76 Oxford St. London W1D 1BS	12.01.11
17 Weltje Road, London W6 9TG	11.01.11
15 Upper Mall London W6 9TA	11.01.11
15 Upper Mall London W6 9TA	10.01.11
1a Bradmore Park Road London W6 0DS	08.01.11
52a Niton Street, London SW6 6NJ	08.01.11
5 King Street Cloisters Clifton Walk London W6 0GY	10.12.10
70 Dalling Road London W6 0JA	03.01.11
80 Glenthorne Road London W6 0LR	10.12.10
80 Glenthorne Road London W6 0LR	29.09.11
33 Wendell Road London W12 9RS	01.01.11
33 Wendell Road London W12 9RS	30.09.11
50 Weltje Road W6 9LT London	21.09.11
3 Riverview Gardens London	18.11.11
NAG/save Our Skyline	18.10.11
60 Walnut Tree Close London	18.11.11
95 Lonsdale Rd Barnes London	18.11.11
15 St Hilda's Road, Barnes, London SW139JE	18.11.11
19 Gerard Road, barnes	21.11.11
81 Nasmyth Street London W6 0HA	30.09.11
Nasmyth Street	09.09.11
69 Nasmyth Street London W6 0HA	09.09.11
NAG/save Our Skyline	09.09.11
NAG/Save Our Skyline	09.09.11
42 Upper Mall London W6 9TA	25.09.11
20 Lord Napier Place London W6 9UB	25.09.11
1 Weltje Road London W6 9TG	25.09.11
12 Clavering Avenue Barnes	19.11.11
9, Westmoreland Road Barnes	22.11.11
6 Stamford Brook Avenue London	21.09.11
NAG/save Our Skyline	19.09.11
NAG/save Our Skyline	18.09.11
3 Furber Street London W6 0HE	19.09.11
W6 8EL	18.09.11
51 Cardross Street Hammersmith London W6 0DP	18.09.11
NAG/save Our Skyline	17.09.11
50 Whitehall Park Road London, W4 3NB	16.09.11
NAG/save Our Skyline	16.09.11
45 Whitehall Park Road W4 3NB London	12.09.11
59 nassau road, barnes london	18.11.11
88 Madrid Road Barnes London	18.11.11
Flat 3 Lytton House 31 Bulwer St London W12 8AS	13.09.11
159 Riverside Gdns W6 9LG London	15.09.11
30 Castelnau Mansions Casetlnau Barnes London	19.11.11
33, Castelnau Barnes London	20.11.11
NAG	13.09.11
32 Moore Park Road SW6 4PP London	22.09.11
22 Chancellors Wharf Crisp Road London	28.09.11
NAG/Save Our Skyline 338 Comments	27.05.11
37 Lonsdale Road	19.11.11

12 Astley House 42 Trinity Church Road Barnes	21.11.11
NAG	31.08.11
4 Pumping Station Road Chiswick London W4 2SN	21.09.11
12 Perrers Road	30.09.11
45 Bradmore Park Road London W6 0DT	29.09.11
Flat 6 Cromwell Mansions 213 King Street London W6 9JX	04.10.11
35/37 Ravenscourt Gardens London W6 0TU	07.10.11
3 Leysfield Road London W12 9JF	21.09.11
16 Eyot Gardens London W6 9TN	20.09.11
NAG	17.09.11
92 Masbro Road London W14 0LR	30.09.11
10 Ravenscourt Road London W6 0UG	29.09.11
38 Ashchurch Grove London W12 9BU	29.09.11
18 Boscombe Road London	29.09.11
14 Ashburn Gardens London SW7 4DG	29.09.11
14 Ashburn Gardens London SW7 4DG	30.09.11
153 Kings Court Hamlet Gradens London W6 0RP	29.09.11
50 A Ravenscourt Road London W6 0UG	29.11.11
Flat 174 Kings Court Hamlet Gardens London W6 0RP	29.09.11
190 Emlyn Road London W12 9TB	29.09.11
80 Glenthorne Road London W6 0LR	29.09.11
Boat Andes C/o Barge Elsie, Lower Mall W6 9DJ	29.09.11
28 Averill Street London W6 8EB	29.09.11
85 Rannoch Road London W6 9SX	29.09.11
52 Askew Crescent London W12 9DW	29.09.11
55 Tabor Raad London W6 0BN	29.09.11
63A Lordship Road London N16 0QJ	29.09.11
18A Ceylon Road London W14 0PY	29.09.11
55 Willan Road London SW13 9JF	29.09.11
NAG	22.09.11
17 Riverview Gardens Barnes, London SW13 8QY	21.09.11
165 Dalling Road London W6 0ES	23.09.11
25 Rainville Road London W6 9HA	29.09.11
120 Airedale Avenue London W4 2PX	29.09.11
80 Richmond Way London W14 0AR	29.09.11
73 Galloway Road London W12 0PH	29.09.11
11 Stronsa Road London W12 9LB	29.09.11
35 Cromwell Avenue London W6 9LA	29.09.11
15 Pegasus Way St Albans	29.09.11
103 Ashcroft Square London W6 0YL	29.09.11
60 Chancellors Road London W6 9RS	29.09.11
45 Sandilands Road London SW6 2BX	29.09.11
10 Mercers Place London W6 7BZ	29.09.11
Swan House Chiswick Mall	29.09.11
1 Emlyn Road London W12 9TF	30.09.11
1 Emlyn Road London W12 9TF	29.09.11
7 Clifford House Edith Villas, W14	29.09.11
NAG	29.09.11
32 Ashchurch Grove London W12 9BU	29.09.11
16 Sinclair Gardens London W14 0AT	29.09.11
17 Chisholm Court 14 St Peter's Road London W6 9BB	29.09.11
64 Ravenscourt Gardens London W6 0TU	29.09.11

9 Lonsdale Road London SW13 8ED	07.10.11
157 Hamlet Gradens London W6 0TR	29.09.11
21 Lower Mall London W6 9DJ	15.09.11
21 Lower Mall London W6 9DJ	29.09.11
127 Rannoch Road London W6 9SY	29.09.11
60 Perrers Road London W6 0EZ	29.09.11
3 Marryat Court,Cromwell Avenue London W6 9LB	29.09.11
52 Paddenswick Road London W6 0UB	29.09.11
Lower Mall London W6 9DJ	29.09.11
9 Marryat Court Cromwell Avenue London W6 9LB	29.09.11
68 Cathew Road London W6 0DX	29.11.10
68 Cathew Road London W6 0DX	01.12.10
68 Cathew Road London W6 0DX	29.09.11
13 Weltje Road London W6 9TG	29.09.11
13 Weltje Road London W6 9TG	29.09.11
27 Cromwell Avenue London W6	29.09.11
16 Bradmore Road London W6 0RS	29.09.11
17 Ravenscourt Road London W6 0UH	29.09.11
23 Redmore Road London W6 0HZ	29.09.11
208A King Street London W6 0RA	29.09.11
11 Weltje Road London W6 9TG	29.09.11
11 Weltje Road London W6 9TG	29.09.11
16 Paddenswick Road London W6 0UB	29.09.11
35 Cromwell Avenue London W6 9LA	29.09.11
Cardross Street	29.09.11
Flat 54, Talgarth Mansions Talgarth Road London W14 9DF	29.09.11
25 Rainville Road London W6 9HA	29.09.11
6 Ravenscourt Road London W6 0UG	03.10.11
Garden Flat,23 Raynham Road London W6 0HY	29.09.11
1Holly Villas, Wellesley Avenue London W6 0UW	20.09.11
NAG	20.09.11
1 Holly Villas, Wellesley Avenue London W6 0UW	20.09.11
23 Samels Court, South Black Lion Lane London W6 9TL	20.09.11
NAG/save Our Skyline	19.09.11
Ravenscourt Gardens W6	19.09.11
62 Ravenscourt Gardens London W6 0TU	19.09.11
19 Rylett Crescent London W12 9RP	16.09.11
22 Beauclerc Road London W6 0NS	23.09.11
67 Lillian Road Barnes SW13 9JF	25.09.11
NAG/save Our Skyline	24.09.11
NAG/save Our Skyline	24.09.11
NAG/save Our Skyline	25.09.11
NAG/save Our Skyline	02.10.11
57 Park Road London W4 3EY	27.09.11
19 St Peter's Grove London W6 9AY	27.09.11
NAG	27.09.11
Change Revenue Management Waterside, HAA1	27.09.11
NAG	27.09.11
16 Grasmere Court, Verdun Road London SW13 9AU	27.09.11
32 Westmoreland Road London SW 13 9RY	27.09.11
42 Charleville Mansions London W14 9JA	28.09.11
9 Souldern Road London W14 0JE	28.09.11

34 Queensmill Road London SW6 6JS	26.09.11
19A Westcroft Square London W6 0TD	06.11.11
NAG	07.11.11
44 Weltje Road London W6 9LT	07.11.11
NAG/save Our Skyline	26.09.11
97 Black Lion Lane London W6 9BG	26.09.11
NAG	26.09.11
C/o Barge Elsie (Makeda) Lower Mall Hammersmith London W6 9DJ	28.09.11
14 Ashburn Gardens London SW7 4DG	28.09.11
15 Dunsany Road London W14 0JP	25.09.11
24 Dorville Crescent London, W6 0HJ	28.09.11
203 Dalling Rd London W6 0ES	24.09.11
57B Brackenbury Road London W6 0BG	15.09.11
Flat 13, John De House, Mortlake High Street London SW14 8HW	28.09.11
68 British Grove London W4 2NL	28.09.11
NAG/save Our Skyline	14.09.11
NAG/save Our Skyline	14.09.11
NAG/save Our Skyline	14.09.11
74 Iffley Road London W6 0PF	14.09.11
4A Verbena Gardens W6 9TP London	20.09.11
26 Madrid Road Barnes	20.11.11
66 Nowell Road	18.11.11
66 Nowell Road	18.11.11
17 Baronsmead Road Barnes London SW13 9RR	18.11.11
80 Madrid road, Barnes, London SW13 9PG	19.11.11
67 Lowther Road Barnes LONDON	21.11.11
NAG Biscay Road	18.09.11
66 Nowell Road	18.11.11
12 Westcroft Square London	28.09.11
74 Cobbold Road London W12 9LW	01.10.11
74 Cobbold Road London W12 9LW	29.09.11
14 Ravenscourt Road London W6 0UG	14.09.11
14 Ravenscourt Road London W6 0UG	26.09.11
2 HILLIER ROAD LONDON SW11 6AU	28.09.11
3 Lord Napier Place London W6 9UB	02.10.11
36 Riverview Gardens Barnes London	18.11.11
56 Chancellor's Road London W6 9RS	26.09.11
56 Chancellor's Road London W6 9RS	27.09.11
NAG	29.09.11
NAG	04.01.11
NAG	05.01.11
NAG	27.05.11
NAG	30.09.11
NAG	12.10.11
32 Digby Mansions London W6 9DF	26.09.11
17 Lord Napier Place London W6 9UB	27.09.11
15 Hammersmith Terrace London W6 9TS	27.09.11
13 Bloemfontein Road London W12 7BH	27.09.11
19 Samels Court London W6 9TL	27.09.11
115 Brackenbury Road London W6 0BQ	19.09.11

55 Emlyn Road London W12 9TG	23.09.11
48 The Grampians Shepherds Bush Road W6 7LY	19.09.11
1 Standish Road London W6 9UJ	28.09.11
27 Lord Napier Place Upper Mall London W6 9UB	27.09.11
27 Lord Napier Place Upper Mall London W6 9UB	28.09.11
12 Hammersmith Terrace London W6 9TS	28.09.11
52 Paddenswick Road London W6 0UB	28.09.11
22 Windermere Court Lonsdale Road Barnes SW13 9AS	04.12.10
22 Windermere Court Lonsdale Road Barnes SW13 9AS	26.09.11
22 Windermere Court Lonsdale Road Barnes SW13 9AS	01.10.11
32 Ravenscourt Road London W6 0UG	23.10.10
32 Ravenscourt Road London W6 0UG	29.09.11
37B Ashchurch Park Villas London W12 9Sp	10.10.11
50 Gerard Road Barnes London	18.11.11
4 St Peters Wharf Chiswick Mall London W6 9UD	23.09.11
97 A Sinclair Road London W14 0NP	04.09.11
97 A Sinclair Road London W14 0NP	29.09.11
97 A Sinclair Road London W14 0NP	13.09.11
6F Lakeside Road, W14 0DU London	16.09.11
60,Boileau Rd, Barnes London	18.11.11
18 Nasmyth Street	15.11.11
Sussex, House 12-14 Upper Mall W6 9TA	03.10.11
Sussex House 12-14 Upper Mall W6 9TA	03.10.11
25 Dorville Crescent London W6 0HH	03.10.11
25 Dorville Crescent London W6 0HH	30.09.11
Craven Cottages 4 Hofland Road London W14 0LN	30.09.11
Craven Cottages 4 Hofland Road W14 0LN	30.09.11
16C Starfield Road London W12 9SW	30.09.11
3 Miller's Court Chiswick Mall London W4 2PF	30.09.11
Basement Flat, 79 Westwick Gardens London W14 0BS	30.09.11
22 Studland Street London W6 0JS	27.09.11
22 Studland Street London W6 0JS	29.09.11
45 St Peter's Square London W6 9AA	29.09.11
169 Dalling Road London W6 0ES	29.09.11
Bushwacker 132 King Street London W6 0QU	30.09.11
70 Chiswick Green Studios 1 Evershed Walk W4 5BM	29.09.11
54 Uper Mall London W6 9TA	29.09.11
19 Eleanor House Queen Caroline Street London W6 9RE	29.09.11
40 Glentharn Road London	29.09.11
11 Aylmer Road London W12 9LG	29.09.11
19 Marryat Court Cromwell Avenue W6 9LB	29.09.11
73 Galloway Road London W12 0PH	29.09.11
67 Riverside Gardens Barnes	07.12.10
67 Riverside Gardens Barnes	29.09.11
Flat 4, 106 Hammersmith Grove London W6 7HB	29.09.11
62 Riverview Gardens London SW13 8QZ	22.09.11
62 Riverview Gardens London SW13 8QZ	29.09.11
7 St John's Ct, 50/58 Glethorne Road W6 0LN	29.09.11
190 Emlyn Road London W12 9JB	29.09.11
108 Aspen Gardens	28.09.11
108 Aspen Gardens	28.09.11
NAG/save Our Skyline	02.10.11

11 Wyatt Drive Barnes Waterside SW13 8AL	29.09.11
36 Wendell Road London W12 9RS	29.09.11
38 Wingate Road London W6 0UR	29.09.11
11 Glenthams Road Barnes SW13 9JB	04.10.11
NAG	27.09.11
72 Lillian Road, Barnes SW13 9JF	27.09.11
15 Cromwell Avenue London W6 9LA	28.09.11
51 Kings Court Hamlet Gardens London W6 0RN	05.10.11
19 Theresa Road Hammersmith W6 9AQ	04.10.11
57 Tasso Road London, W6 8LY	23.08.11
57 Tasso Road London, W6 8LY	07.10.11
NAG/save Our Skyline	23.08.11
NAG/save Our Skyline	29.09.11
4 Emlyn Road London W12 9TD	11.11.11
37 Cromwell Avenue W6 9LA London	20.09.11
Flat 2,14a Chiswick High Road London W4 1TH	30.09.11
38 Wingate Road London W6 0UR	30.09.11
54 Mall Road London W6 9DG	30.09.11
NAG	30.09.11
Lonsdale Road London W4 1ND	09.06.11
43 Barkston Gardens 3 Roberts Court SW5 0ES London	02.07.11
57 Park Road London W4 3EY	12.09.11
11 Thames Village Hartington Road London W4 3UE	12.09.11
5 Netheravon Road London W4 2NA	12.09.11
45 Whitehall Park Road London W4 3NB	12.09.11
Garden Flat 23 Raynham Road London W6 0HY	30.09.11
14 Hammersmith Terrace London W6 9TS	30.09.11
44 Windermere Road London W5 4D	02.10.11
West London Architects C/o 263 Goldhawk Road London W12 8EU	03.10.11
14 Fielding Mews Barnes,	18.11.11
Lakeside 3 Queen Elizabeth Walk Barnes,	18.11.11
21 Ranelagh Avenue Barnes London	18.11.11
22 Netheravon Road LONDON W4 2NA	29.09.11

OFFICER'S REPORT

1.0 BACKGROUND

Site and immediate surroundings

1.1 The application site (2.04 hectares) is located on the southern side of King Street, at the western end of Hammersmith town centre. The application site includes the existing Town Hall Extension, the northern and western facades of the Grade II Listed Town Hall Building, 181-187 King Street, the Friends Meeting House and Register Office on Nigel Playfair Avenue, the Thomas Pocklington Trust Buildings on Cromwell Avenue and Cromwell Mansions which front King Street, the Cineworld Cinema, Nigel Playfair Avenue Council car park and part of Furnivall Gardens. The red line of the site would also include an area across the A4 road, which lies to the north of Furnivall Gardens.

1.2 Details of areas within the application sites boundary:

- a) The Town Hall extension was constructed in 1971 and comprises 7-8 storeys of office accommodation;
- b) The Grade II Listed Town Hall was constructed in 1938-9 and has four storeys of office accommodation, but extends to approximately the equivalent of six residential storeys at the highest point of the assembly hall accommodation;
- c) 181-187 King Street comprises a 3 storey terrace of post war buildings of limited architectural merit;
- d) The Cineworld (originally named 'The Regal') cinema at 207 King Street, was built in 1936 and was subject to major internal changes in the 1970s that involved an increase from one screen to three screens. Further internal alterations enabled a fourth screen to be provided in the 1990's. Tesco Stores Ltd is the owner of the Cineworld cinema site;
- e) Cromwell Mansions (209-217 King Street) is a four storey building built in 1900 that is predominantly in residential use, with some retail/commercial frontage at ground floor level fronting King Street;
- f) The Cromwell Avenue flats were built in 1900 and are four storeys in height. Both Cromwell Mansions and Cromwell Avenue flats are owned by the Thomas Pocklington Trust. The residential blocks are managed privately by the Trust to generate income to support its charitable activities;
- g) The Nigel Playfair Avenue car park which consists of 73 car spaces is a surface level car park owned by the Council;
- h) In the south west corner, the Friends Quaker Meeting House (built in 1956) and the Council's Register office (built in 1975) are located and comprise two storey buildings.

1.3 The site is bound to the north by King Street and extends southwards to Furnivall Gardens, terminating where the existing cycle and footpath bisects Furnivall Gardens from east to west. The site does not include the A4, but includes part of Furnivall Gardens. To the north are three storey terraced buildings with commercial uses on the ground floor. Marryat Court and The Hampshire Hog Public House lie to the west whilst the residential properties at Riverside Gardens abut the site to the east. Residential properties and the Dove Public House lie to the west of Furnivall Gardens. A pedestrian underpass links the public footpaths to the north and south of the A4.

1.4 The application site is subject to a strategic site policy in the Hammersmith and Fulham Council Core Strategy, which also designates part of the site within the Hammersmith Town Centre boundary. The original Town Hall, the northern and western facades which form part of the application, is an integral part of the wider regeneration proposals of this application and is a Grade II Listed Building. The original Town Hall and 1970's Town Hall Extension are located within the King Street (East) Conservation Area. The southern area of the site, comprising Furnivall Gardens lies within the Mall Conservation Area and the Thames Policy Area. The remainder of the site to the west of the Town Hall and Town Hall Extension, including the cinema and Cromwell Avenue are not in a Conservation Area.

1.5 Other relevant listed buildings in the vicinity of the site include Sussex House, a Grade II* Listed residential property located adjacent Furnivall Gardens and the Salutation Inn on King Street which is Grade II Listed. The Cineworld cinema and Cromwell Mansions are two locally-designated buildings of merit.

1.6 Two parts of the site are located within a designated Archaeological Priority Areas. Furnivall Gardens is an Area of Local Importance for Nature Conservation and is also designated within the Thames Policy Area and an area of Open Space within the Mall Conservation Area as shown on the Core Strategy Proposals Map. Under the Core Strategy Furnivall Gardens is also designated as being a Small Local Park and Open Space within the Open Space Hierarchy. The site is also designated within a London Borough of Hammersmith & Fulham (LBHF) wide designated Air Quality Management Area (AQMA).

1.7 The surroundings of the site comprise mainly retail and commercial uses at ground level with residential above to the north and residential development to the east and west. The River Thames is located approximately 40m south of the southern boundary. Hammersmith Town Centre is designated as a major centre in the London Plan and is the borough's primary civic centre, strategic office centre and major shopping, arts and cultural and entertainment centre (Core Strategy). Kings Street contains the Kings Mall shopping centre, pubs, shops, restaurants, the Lyric Theatre and two hotels. Riverside Studios and The Apollo are also located within a 15 minute walk of the site.

1.8 The site is located approximately 800m to the west of one of London's key transport hubs which includes two London underground stations, bus stations and a road network node at Hammersmith Broadway. The site is well served by public transport with the Piccadilly, District and Hammersmith & City underground lines within walking distance. The site is also served by numerous bus services. The site principally has a Public Transport Accessibility Level (PTAL) rating of 6a ('excellent'), with the south-western part of the site having a PTAL value of 5 ('very good').

1.9 The scale and character of the wider surroundings is mixed. The north side of King Street in the vicinity of the site comprises predominantly 3-4 storey buildings. The south side of King Street, which lies within the site boundary, varies from 3 storeys at the eastern edge of the site increasing to 7 storeys (town hall extension) to four storeys in the west at the Cineworld Cinema and across to Cromwell Mansions. The east of the site is bounded by the residential buildings of Riverside Gardens which extend to four storeys and are arranged in perimeter mansion block layout. Beyond Cromwell Avenue lies the Rivercourt Methodist Church, the main structure of which is four storey and has a spire that extends to a height of approximately 35m.

1.10 Sussex House is a Grade II* Listed property located to the west of Furnivall gardens. The property is three stories high plus basement, currently in use as a private residence with access to its front garden from the pedestrian walkway between Furnivall Gardens and Upper Mall (opposite the front door of the Dove Public House. The rear garden sits to the north of the main house adjacent to the A4 Great West Road, from which it is separated by a single storey summer house. A 2.2m high boundary wall topped with a 1m high timber trellis forms the western edge of Furnivall Gardens.

Planning History

1.11 The Grade II listed Town Hall was built in 1938, Cromwell Avenue Mansions (Cromwell Avenue) and Cromwell Mansions (King Street) were both constructed around 1900s and then redeveloped after bomb damage in 1944. The Friends Meeting House was built in 1956. The Town Hall extension and Register Office constructed in the 1970s. There is no relevant planning history for these sites.

1.12 The cinema was built in 1936 and two recent planning applications have been made for the redevelopment of the site. Both applications were assessed against the UDP (as amended in 2007), refused by the Council and subsequently appealed. However, the appeals were withdrawn in December 2009. Details of the two applications are as follows:

Application ref. 2008/00484/FUL: Change of use from cinema to a ground and first floor retail store (4,305sqm GIA) including alterations to the elevations and rear service yard to facilitate access to the proposed use. No car parking spaces were proposed. The reasons for refusal were the following:

1) The proposed loss of the cinema or alternatively the non-provision of an arts, cultural or entertainment (ACE) use without providing firstly, any justification as to its non-viability or to the appropriateness of its loss and secondly, any justification as to the non-viability or inappropriateness of a recreation use, would be contrary to Policy CS1 of the Unitary Development Plan, as amended 2007 and would result in the loss of a long-standing entertainment facility and its contribution to the vitality of the western end of the town centre, especially the night-time economy.

2) The proposed development, without any qualitative or quantitative assessment having been carried out to assess the need for additional retail facilities in the town centre, particularly in this edge-of-centre location is contrary to Policy TC1 of the Unitary Development Plan, as amended 2007 and could prejudice the retail strategy of the town centre.

3) The proposed development, in its location close to a complex road junction, would have an unacceptable impact on the highway and its users. The traffic it would attract, together with the constricted nature of the service yard and its access and the lack of off-street parking would all contribute to the creation of unsafe traffic conditions, additional on-street parking stress and related traffic management concerns that would prejudice the effectiveness of the strategic route network contrary to UDP Policy TN8 and TN28 of the Unitary Development Plan, as amended 2007.

4) The proposed development is unacceptable in that:
a) It would fail to provide sufficient and safe cycle parking spaces for the proposed floor space contrary to Policy TN6 and Standard S20.1 of the Unitary Development Plan, as amended 2007 and London Plan policy 3C22.

b) it would fail to provide off-street parking spaces for disabled drivers contrary to Policy TN4 of the Unitary Development Plan, as amended 2007 and the Council's Supplementary Planning Guidance 'Access for All' and London Plan policy 3C23 and

c) it would compromise the safety of pedestrians and cyclists using Nigel Playfair Avenue as a route to the River Thames contrary to Policies TN5 and TN6 of the Unitary Development Plan, as amended 2007 and London Plan policies 3C21 and 22.

5) The proposal is unacceptable in that it would result in noise and disturbance from servicing activities that would be likely to harm the residential amenities of the occupiers of the surrounding properties contrary to policy EN21 of the Unitary Development Plan, as amended 2007.

Application ref: 2008/01161/FUL: Redevelopment of the existing cinema for mixed use development to provide a retail store on the ground and first floors (3,075sqm GIA), 75 residential units above, with basement parking and servicing accessed from Nigel Playfair Avenue.

The reasons for refusal were the following:

1) The proposed loss of the cinema or alternatively the non-provision of an arts, cultural or entertainment (ACE) use without providing firstly, any justification as to its non-viability or to the appropriateness of its loss and secondly, any justification as to the non-viability or inappropriateness of a recreation use, would be contrary to Policies CS1 and G9A of the Unitary Development Plan and would result in the loss of a long-standing entertainment facility and its contribution to the vitality of the western end of the town centre, especially the night-time economy.

2) The proposed development, without any qualitative or quantitative assessment having been carried out to assess the need for additional retail facilities in or impact upon the town centre, particularly in this edge-of-centre location is contrary to Policies TC1 and G9A of the Unitary Development Plan and could prejudice the retail strategy of the town centre.

3) The proposed development would result in the loss of a local building of merit. No evidence has been submitted by the applicant to justify its loss and it would therefore be contrary to policy EN6 of the UDP.

4) The design of the proposed development is lacking in merit. It ignores the scale and hierarchy of the adjacent buildings and is out of character with the scale and pattern of development in the vicinity. The inappropriateness of the size and scale of the development would be compounded by the blandness and lack of quality of the detailed design. The proposal for such an insensitive and un-neighbourly development is contrary to policy EN8 of the UDP and policy 4B.1 of the London Plan.

5) The scale and appearance of the proposed development would have a harmful impact upon views from the surrounding conservation areas contrary to policy EN2B of the UDP.

6) The introduction of a higher building on the Nigel Playfair Avenue elevation, nearer to the Town Hall, would be detrimental to the setting of the listed building when viewed from the south/south-west. The development's poor design and the proposed location of its vehicular access would compound this impact. The proposal is, therefore, contrary to policy EN3 of the UDP.

7) The development would have an adverse impact on some of the existing neighbouring residential properties in terms of noise and daylight. Noise from the proposed amenity space at second floor level would be experienced by some occupiers

of the Pocklington Trust Building. The windows most affected in terms of daylight would be to a small number of ground floor rooms in the Pocklington Trust Building and to first and second floor windows within numbers 176, 178 and 178a King Street. In conjunction with the other defects of the proposal and in the absence of the advantages associated with a well designed and beneficial scheme in this location it is considered that the proposed development would be unacceptable and contrary to UDP policies EN20B, EN8 and Standard 13.2A.

8) The proposed development, in its location close to a complex road junction, would have an unacceptable impact on the highway and its users. The traffic it would attract, together with the constricted nature of the service yard and access arrangements to and from the service yard and the basement car park would all contribute to the creation of unsafe traffic conditions, additional on-street parking stress and related traffic management concerns that would prejudice the effectiveness of the strategic road network contrary to UDP Policies G9A, TN8 and TN28 and standard S21.2 of the Unitary Development Plan.

9) The proposed development is unacceptable in that:

(a) It would fail to provide sufficient and safe cycle parking spaces contrary to UDP policy TN6 and Standard S20.1 and London Plan policy 3C.22;

(b) it would fail to provide sufficient off-street parking spaces for disabled drivers contrary to UDP Policy TN4, UDP Standard S18 and London Plan policy 3C.23; and

(c) it would compromise the safety of pedestrians and cyclists using Nigel Playfair Avenue, an important route to the River Thames, contrary to UDP Policy TN5 and London Plan policies 3C.21 and 3C.22.

Current Application

1.13 This is a joint report covering three applications: a planning application (2010/03465/FUL); Conservation Area Consent application (2010/03467/CAC) and a Listed Building Consent application (2010/03466/LBC).

1.14 The proposed development involves the demolition of the Town Hall extension building, 181-187 King Street, the Friends Meeting House, the Register Office, the Thomas Pocklington Trust Buildings on Cromwell Avenue and Cromwell Mansions on King Street and the Cineworld Cinema.

1.15 The site will be redeveloped to provide a mixed residential, commercial and office scheme. The proposals involve the construction of a new civic office with a "one stop shop", a civic square, 290 residential units, a supermarket (A1), 5 commercial units (A1/A3/A4), car parking at basement and lower ground level, motorcycle and bicycle parking, a footbridge across the A4 to Furnivall Gardens and associated landscaping in Furnivall Gardens.

1.16 The application comprises five main elements of works: public square; office building; residential accommodation; commercial floor space and a pedestrian footbridge over the A4, providing access to Furnivall Gardens and associated landscaping of Furnivall Gardens.

a) Public Square

Demolition of the Town Hall Extension building and provision of a new Civic Square in front of the existing Grade II Listed Town Hall, as well as re-instatement of steps to the

northern façade. The new Civic Square would total approximately 3,470 sq m in area and proposes the provision of a tree-lined open space, enclosed to the east and west by the new proposed shops at ground floor level (and residential development above) and to the south by the Town Hall.

b) Civic Offices

The new offices (approx 8,150 sq m) would replace the Town Hall Extension and the buildings currently located 181-187 King Street. The new civic office would comprise six storeys and would be located immediately to the west of the Town Hall, with two connections created between the new office and the listed building to allow staff to move between both buildings. 30 car parking spaces will be provided to service the council offices and 48 cycle parking spaces. The new offices are proposed to be occupied by LBHF and would provide enough space to accommodate up to 750 employees of the council. This would allow for the centralisation of resources and staff in Hammersmith as opposed to having staff and premises in various other parts of the Borough.

c) Residential Accommodation.

The residential accommodation comprises three residential blocks providing 290 units. This includes two taller residential elements; a 15 storey block (two storey podium level with 13 storeys above) in the northwest of the site facing King Street and a 10 storey block (9 storeys above a one storey podium) in the south of the site, near the A4 Great West Road. A nine storey building would frame the eastern side of the civic square with commercial uses on the ground floor and residential accommodation above. 99 car park spaces is to be provided at basement level and accessed off Cromwell Avenue including electric car-charging points and bays suitable to conversion to blue-badge bays. Provision for 328 cycle spaces is also proposed. The mix breakdown of the proposed residential accommodation is:

Unit Type	Total Number of units	% Split
Studio	9	3
One-bed	124	43
Two-bed	119	41
Three-bed*	20	7
Penthouse (3 bed)	18	6

*Includes the four townhouses which have an extra room downstairs and could therefore be described as 4 bed.

d) Commercial Floor space

A supermarket of 2,680sqm (GIA) (retail trading area of 1840sqm) is proposed facing King Street. 126 car parking spaces and 52 cycle spaces will be provided for both customers and members of the public. In addition, five A1/A3/A4 commercial units are proposed totalling approximately 895sqm. These units will frame the civic square and front King Street.

e) Bridge Link

A new pedestrian footbridge across the Great West Road (A4) to provide a connection from King Street over the A4 to the River Thames. The proposed bridge would have a width of approximately 3.5 m and a 5.8m clearance above the roadway. The graduated walkway leading up to the bridge will provide step-free access for all. A lightweight mesh will be placed between the handrail and the bridge itself in order to ensure users

are protected. Cyclists will be encouraged to dismount when using the bridge and the subway will be kept open in order to offer an alternative to cyclists and pedestrians. The landing in Furnivall Gardens consists of a sloped walkway incorporating planting and elevated grassed areas.

f) bicycle and car parking spaces

Public car park providing 126 spaces located at basement level and accessed off Cromwell Avenue. Provision of 99 secure residential car spaces are provided at basement level and 30 spaces are provided at ground level for Civic office use. These spaces include 32 electric charging points and 20 disabled (blue-badge and parent/child parking) bays. Provision of 428 cycle spaces.

Amended proposal:

1.17 Following consultation with officers, the GLA, statutory and non statutory consultants and local residents, the proposed development was revised during the course of the application. In summary, the revisions include the following:

- a) reduction in height of the southern residential block from 14 storeys to 10 storeys;
- b) slimmer profiles to the two tallest (10 and 15 storey blocks) residential blocks and overall footprint reduced;
- c) 1 floor removed from the civic/office accommodation so that it would be 6 storeys in height;
- d) overall footprint of civic/office accommodation reduced;
- e) pedestrian route linking King Street and Furnivall Gardens amended to feature a curved geometry (as opposed to the previous angular profile);
- f) the bridge over the A4 has been reconfigured to increase the distance from the balustrade to the nearest ground floor window of Sussex House (from 18.5m approx to 21.0m approx).
- g) Additional seating provided within the public piazza/square and the ceremonial steps of the Town Hall;
- h) Increased articulation of the facades of the residential blocks surrounding the new civic square;
- i) Provision of new townhouses to face Cromwell Avenue.
- j) Increase of cycle spaces from 417 to 428.

Summary of Application Submission

1.18 Due to the scale, size and form of the proposal the application requires the submission of an accompanying Environmental Impact Assessment (EIA), including an Environmental Statement (ES). The ES comprises the following documents:

Volume 1 Non Technical Summary

Volume 2 Main ES Text

Chapter 1 Introduction

Chapter 2 EIA Process and Methodology

Chapter 3 Design Evolution and Alternatives

Chapter 4 Description of the Proposed Development

Chapter 5 Demolition and Construction and Environmental Management for the Proposed Development

Chapter 6 Planning and Land Use

Chapter 7 Socio Economics

Chapter 8 Archaeology

Chapter 9 Built Heritage

Chapter 10 Townscape and Visual Impact
Chapter 11 Daylight, Sunlight and Overshadowing
Chapter 12 Wind
Chapter 13 Ground conditions
Chapter 14 Water Resources & Flood Risk
Chapter 15 Transport
Chapter 16 Air Quality
Chapter 17 Noise and Vibration
Chapter 18 Ecology
Chapter 19 Waste
Chapter 20 Telecommunication
Chapter 21 Cumulative Effects

1.19 Prior to the submission of the application, EIA scoping and consultation was carried out with both statutory and non-statutory consultees. Post submission the Council appointed Boyer Planning to undertake a review of the Environment Statement to provide an evaluation of the key issues which needed to be assessed in the EIA. The results from the review were used together with advice from Council's internal departments and it was considered that sufficient information was provided in the ES to allow the council to make a judgement regarding the potential impacts of the proposed development. In light of this the Council considered that there was no need for a Regulation 19 request for further information.

2.0 PUBLICITY AND CONSULTATIONS

Pre-application Consultation

2.1 In the latter half of 2007, London Borough of Hammersmith & Fulham (LBHF) issued an Invitation to Participate in Competitive Dialogue (IPCD) for the development of new Civic office accommodation and a mix of additional uses on land currently occupied by the Town Hall extension and land to the west of the Listed Town Hall building. The competitive design process resulted in three design submissions which were reviewed through a public consultation process. The exhibition of the three bid schemes was held between 16 and 23 November 2007 at Hammersmith Town Hall. A further LBHF assessment of the submitted proposals agreed with the public view that the design proposal submitted by Helical Bar plc/Grainger was the preferred option. In February 2008 LBHF entered into a Development Agreement with King Street Developments as the Council's preferred development partner.

2.2 A Statement of Community Involvement (SCI) has been submitted with the application. The SCI details the public consultation exercises undertaken by the Applicant prior to the submission of the planning application. Over a three year period, two separate public exhibitions have been held, private meetings with specific residents and several stakeholder forums. Flyers were also distributed to over 15,000 homes. Pre-application meetings were also held with the GLA, Local Authority officers and a number of statutory and local amenity groups.

Original Proposal Consultation:

2.3 The first consultation exercise commenced in November 2010 and involved the publication of site and press notices. In addition, approximately 1800 letters were sent to individual properties in the wider surrounding areas. Following the submission of the amended scheme a further round of consultation was undertaken in August 2011.

2.4 The following is a summary of comments that have been received from either local or statutory groups and organisations (the representations will be available to be viewed prior to the committee meeting if desired):

Responses from Statutory groups:

a) Greater London Authority

The proposed office provision is broadly supported; the loss of the cinema requires further consideration; a tall building which meets the civic landmark function and contributes to legibility may be appropriate; the 14 storey residential block closest to the river requires reconsideration and further testing regarding the impact on views;

15 storey tower to the north appears less prominent in the view and is set back, and appears more modest in scale, reflecting the other existing townscape; the impact of the proposals on King Street to the north side will be mostly positive; proposals unlikely to affect the setting of the Listed Salutation Inn;

The new footbridge will provide an important link across the A4 and is supported in principle. The bridge design is striking and modern in appearance; the impact on the residents of Sussex House should, however, be led by the Council as a local amenity issue.

The architecture is modern and well considered and will create a high quality environment that will significantly improve this part of the town centre; the applicant seeks to achieve exemplary standards regarding layout and quality of accommodation;

The layout of retail/café uses is supported as is the broad layout of the new food store; uses along the Cromwell Avenue. Matters which require further information include: the strategy for playspace, affordable housing, climate change and further views testing.

b) HAFAD

Recommend all proposal comply with LBHF Access for All SPD, BS8300:2009 recommendations, inclusive mobility and other guidance; Inclusion of condition requiring details showing inclusive and accessible design to meet the needs of disabled people with regards to the town hall square, residential units, new civic office, pedestrian routes, pedestrian bridge and car park; provision of rest points and a choice of seating with and without armrests, at regular intervals and visually contrasted and placed adjacent to the pedestrian route; lift option for those who do not want to use the steps or slope; materials for surfaces, street furniture, paving and landscape features should not be hazards for disabled people; internal layout of the new civic office should meet relevant standards; the provision and distribution of blue badge parking and off street drop off/pick up points should be in accordance with GLA and LBHF planning policy and guidance; the developer should seek to manage Blue Badge car parking spaces and ensure that they remain available for future owners. Concerns were also raised about the internal layout/accessibility of the Town Hall Building, but these issues are outside the remits of the application under consideration.

Following the submission of the revised scheme and a response to their concerns HAFAD recommend the inclusion of a condition to enable blue badge holders to be dropped off and picked up safely.

c) Port of London Authority

No objection in principle to the proposed development. Recommends condition requiring the submission of a more comprehensive report investigating the feasibility of using the river.

d) London Fire and Emergency Planning Authority

No objection to the proposed development. Request that the Fire Brigade's access be retained, which can be addressed by the provision of further details via condition.

e) Metropolitan Police

Raised concerns in respect of comments allegedly made by the department in respect of the proposal. Met representative has subsequently met with the architects and has requested that the bridge be protected/treated to stop graffiti. Mitigation measures could be included to protect from potential dangers associated with road bridges. However, given that there has been little if any occurrences in the borough of missiles or people dropping from road bridges, it may not be necessary. Clarified that the Met have never suggested that surface crossing was a safer option as the bridge would always be the safest option.

f) English Heritage

Raised concerns in respect of the proposal, which it is considered would cause considerable harm to the historic environment including the setting of the Town Hall and Sussex House, to the visual character and appearance of the Conservation Areas, as well as to the longer views across and along the River Thames. Consider that the proposals are not in keeping with the established character of the riparian historic environment in this locality. Suggest that the proposals be amended to avoid the identified harm to the historic environment. The disproportionate impact these proposals would have upon the heritage assets, their setting and the wider historic environment is not acceptable. The proposal would not accord with the aims of PPS5. Acknowledge that greater severance has been achieved between the Nigel Playfair Avenue elevation of the new buildings and the Listed Town Hall, however concerned about the unused space beneath the first floor access in Nigel Playfair Avenue. Welcome the removal of the Town Hall extension and the creation of a public space. Concerned about the harm caused to the setting of the Town Hall by the 14 and 15 storey residential blocks. Concerned about the scale and height of the residential units and their impact on wider views, the existing character and local distinctiveness of the historic environment, including all designated assets. Concerned about the impact of the footbridge and recommend that a less obtrusive approach should be taken.

Following amendments to the application English Heritage have confirmed that they maintain their objection.

g) Natural England

No objection to the proposed development. Natural England would welcome and encourage increased and improved access to Furnivall Gardens and would welcome the implementation of biodiversity enhancements through ground level "soft" landscaping, where possible, together with Green and Brown roofs.

h) Civil Aviation Authority (CAA)

The development would lay beneath/within airspace that is critical to operations associated with Heathrow Airport. It is therefore essential that BAA is provided the

opportunity to comment upon this proposal. CAA advises that no objection to the proposal, but some en-route aviation obstruction lighting would be appropriate.

i) BAA Airports

No objection to the proposed development.

j) Commission for Architecture and the Built Environment (CABE)

Recognise that there is much to recommend this proposal, particularly the organisation of the site, the demolition of the town hall extension and the reinstatement of the historic town hall façade on the new civic plaza. The new development is of the right scale and the proposed regeneration of the site is based on sound strategy. The new building at the north east corner of the square comfortably terminates Nigel Playfair Avenue East and also helps to frame and enclose the new civic square. The remodelled public space has the potential to become a lively and exciting asset for the local community.

The layout will encourage circulation along King Street and promote the civic square as a desirable destination. Encouraged by the proposed pedestrian bridge that reconnects this part of the borough to the amenity spaces within Furnivall Gardens and down to the river. The bridge should make a bolder statement and provide Hammersmith with a memorable gateway and would benefit from adopting a more broader, more intuitive sweep instead of the current form which is considered to be an awkward, angular transition into Furnivall Gardens.

Concerned about the loss of cinema as it would add to the animation of the new civic square and promote the aim of making this place a desirable destination.

The clustering of a group of buildings with differing hierarchy is well thought out, with lower buildings relating to the civic context balanced against higher towers that are stepped back from the street. Concerned about relationship between new civic offices and the existing town hall, in particular that some of the north facing single aspect flats offer poor levels of day lighting.

Support the strategy of deploying higher towers alongside clusters of lower buildings. However, consider that the new tall buildings do not make a sufficiently positive contribution to the Hammersmith skyline; recommend a simpler and more elegant form for these buildings with a less busy approach to detailing and a stronger and more restrained palette of materials. Three slimmer, taller more elegant towers may be more successful.

Commend the incorporation of a Combined Heat & Power (CHP) plant as any new civic building should provide a more visible demonstration of 21st century sustainable agenda. Support BREEAM 'Very Good' rating and Code Level 4 for the Code for Sustainable Homes

k) Thames Water

Following initial investigation, Thames Water has identified an inability of the existing waste water infrastructure to accommodate the needs of this application. Therefore, they recommend the following 'Grampian Style' condition: "Development shall not commence until a drainage strategy detailing any on and/or off site drainage works, has been submitted to and approved by, the local planning authority in consultation with the sewerage undertaker. No discharge of foul or surface water from the site shall be accepted into the public system until the drainage works referred to in the strategy have

been completed". Requests that the Applicant should incorporate within their proposal protection to the property by installing for example a non-return valve or other suitable devices to avoid the risk of backflow at a later date.

With regards to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. However, it is recommended that the Applicant should ensure that storm flows are attenuated and regulated in the receiving public network through on or off site storage.

With regard to water infrastructure, Thames Water do not have an objection to the proposed application.

l) Environment Agency

Following a review of the revised scheme, no objection offered to the proposal subject to the inclusion of a condition requiring the development to be carried out in accordance with the Flood Risk Assessment. No objection with regards to the proposed drainage proposals.

m) English Heritage - Archaeology

No objection subject to the inclusion of a condition requiring the developer to secure the implementation of a programme of archaeological work in accordance with a written scheme for investigation.

n) Design Review Panel

- The Panel felt that the tower closest to King Street should be taller, whilst the tower height at the riverside should be reduced. These buildings should be slender and elegant with a finished and finite form, encouraging a celebration of their respective highpoint and justifying their presence on the skyline;
- The raised level could be widened: giving it a seamless flow to the river and encouraging a landscaped rather than engineered appearance, with due deference to Sussex House grade II listed building on its western side. A more robust 'bridged' link could provide an elegant setting for the south elevation of the Town Hall;
- The Panel suggested the public route be widened. This could be achieved by moving the main bulk of the development westwards.
- It was suggested that multiple uses for the main square's commercial activities be investigated further to create the potential for an active and well used public space.
- the scheme was going in the right direction. The big ideas in terms of the main square, courtyards and the raised connecting level to the riverside were well received.
- Further revision is required in this scheme to deliver a memorable, bigger architectural scheme and a bigger landscaped scheme deserving of the site.

o) Transport for London

- Following a review of the revised scheme TfL recommends a contribution towards the upgrade of the Hammersmith and city line station and nearby bus stops, the submission of a Construction Logistics Plan and a Delivery and Servicing Plan and an upgrade of the lighting in the subway tunnel.
- TfL is satisfied with the trip generation and modal split calculations provided within the TA.
- The proposed bridge is accepted in principle as the preferable option to an at grade crossing which would be inappropriate in this location; it would increase permeability, providing a more direct, attractive route to Furnivall Gardens and the river; and the town square will bring significant improvements to the public realm and pedestrian environment,

- TfL requests that additional blue badge parking should be allocated in addition to the 10 available from the out set when demand dictates, electric vehicle charging points to be secured by a condition.
- Travel plans for each land use should be secured through the S106.

Responses from Resident Groups/Landowners

a) Thomas Pocklington Trust

No in principle objection to the redevelopment of the Town hall extension site and support the overriding concept of encouraging regeneration in this part of the town centre. That said, there is no justification for including the Trust's land and nor any explanation why it is required. The re-housing of visually impaired would cause disruption and difficult to find suitable alternative premises. Question the delivery of scheme. No provision for retention or re-provision of the existing specialist housing. Lack of affordable housing provision. Consider that the application is premature as there is no adopted Core Strategy.

These comments were reconfirmed through the second consultation and additionally it was noted that the revised scheme fails to address the binding Inspector's Report into the Core Strategy.

b) Tesco

No objection to the principle of regenerating the Town Hall but question the need for the inclusion of the cinema site. State that the previous reasons for refusal should be given full weight in the determination of the current application. The current application varies from the 'Bid' scheme. Inadequate consideration of the feasibility of retaining the cinema within the wider scheme. Not in accordance with Core Strategy Options which provides clarity on locations suitable for tall buildings. Question the viability of the proposed development. Contend that the cinema site can be brought forward as a separate site whilst delivering the regeneration sought by the Council.

These comments were reconfirmed through the second consultation. Additionally, amendments do not address previous concerns and they fail to address the binding Inspector's Report into the Core Strategy.

c) Quakers

Following the second round of consultation a letter of objection was received from the Hammersmith Quakers. Their objection is based on the lack of social housing being provided.

Amenity Groups

a) Barnes Community Association Environment Group

The 14 and 15 storey blocks are out of scale with their surroundings and are not in an area mapped as appropriate for Tall Buildings. The proposal would damage views and set a precedent. The scheme would create light pollution. The pedestrian ramp and footbridge will remove a considerable part of Furnivall gardens. Object to loss of cinema, and the loss of affordable housing with no plans for relocation. No justification for the proposal other than the removal of the Town Hall extension.

b) Brackenbury Residents Association

Object to proposals on the basis that it disregards the site and surroundings and the design is incompatible with the planning constraints of the site. Contrary to policies, outweighs any benefit. The proposals would be of an excessive height, impacting on the setting of listed buildings and views. The scheme would represent an overdevelopment of the site. Welcome the removal of the Town Hall extension, the reconstruction of the Town Hall north elevation and creation of a new civic square. Express concerns in respect of the impact on local views and view in and out of Conservation Areas, the loss of public open space, the loss of cinema and the lack of affordable housing. Note the lack of on-site play facilities. Welcome consideration given to the pedestrian route between King Street and the River but the proposed bridge contravenes policies. Consider that the proposal is subject to a conflict of interest.

c) The Brook Green Association

Object to the proposal on the basis that the development is far too high, too great in volume and will affect the setting of the Town Hall. The Town Hall's western flank would be overshadowed by the new buildings and the view of the building from the A4 would be compromised by the proposed bridge.

d) The Georgian Group

No objection to the aims of the development in principle and understands the desirability of additional links across the A4. However, concerned about the impact of the tall buildings on the significance and setting of the Upper Mall Conservation Area, listed buildings and unlisted Georgian buildings in Upper Mall. Consider that the proposal is contrary to policy guidance. Object to the height of the proposed development, which should be restricted to 5 storeys. Concerned about existing views and the impact of proposed pedestrian bridge on Sussex House

e) HAMRA & The Hammersmith Mall Residents' Association

Object to applications on the basis that the scale and appearance of the proposed development would harm heritage assets and protected views, location is inappropriate for tall buildings; the proposed bridge and ramping obscures views of and impacts on the setting of listed buildings. Impact on setting and views into and out of conservation areas; Impact on Furnivall Gardens and biodiversity and would result in a loss of amenity space and trees. Contrary to policies and guidance; alternatives to the bridge have not been satisfactorily assessed, lack of regeneration benefits, loss of cinema, light pollution, increase in traffic and affects on residential amenity, safety and the character and appearance of the street; loss of existing supported/affordable housing without provision of affordable housing, viability assessment is flawed; the harm would outweigh the benefits, conflict of interest. The removal of the town hall extension and reinstatement of the public square in front of the town hall would improve the setting of the northern elevation of the Grade II Listed Town Hall.

This objection was reconfirmed through the second consultation phase. Additionally they stated that the minor amendments do little to reduce the significant harm the proposed development would cause. Also it is considered that the Heritage Statement and the Townscape and Visual Impact Assessment fail to understand and analyse how the settings of the heritage assets contribute to their significance, and fail to appropriately and systematically assess heritage significance in views.

f) The Hammersmith Society

Object to the height of the development, out of scale with surrounding area, impact on key views and views in and out of conservation areas. Adverse impact on the setting of listed buildings and on surrounding conservation areas. Impact of footbridge and its effect on Furnival gardens and conservation areas. The footbridge would result in overlooking, loss of privacy and anti-social behaviour. It would reduce the area of useable space in Furnivall Gardens and they are concerned about the proposed materials. Inadequate amenity space provided and would be of an excessive density. Concerns in respect of visual amenity and risk of light nuisance. Loss of a viable cinema and considers that the Dodona report provides inaccurate information. Concerned about design and townscape and impact on traffic, transport and existing street parking. Lack of affordable housing and loss of existing affordable housing on the site. Concerned about creation of precedent for tall buildings and failure to comply with Council policies and standards, government guidance and original brief. Any advantage of removing the town hall extension would be diminished by the two proposed block facing the square. Impact on the streetscape for pedestrians and car users. Support objections from H&F Historic Buildings Group and HAMRA and residents. Would support a development of high quality, in keeping with the original brief and support the regeneration of the west end of King Street.

This objection was reconfirmed through the second consultation.

g) Hammersmith and Fulham Historic Buildings Group

Object to application on the basis that the development would impact on the setting of the Listed Town Hall and would breach the western wall of the town hall fabric with two new entrances. The proposed new steps and plinths at the sides do not reflect the original. The demolition of the Town Hall extension and the creation of a square would improve the setting of the Town Hall but this would not be offset by the harm caused by the proposals. Loss of two buildings of merit, loss of cinema. The development is out of scale with surrounding buildings, would impact on conservation areas, listed buildings, buildings of merit and views in and out of conservation areas. Impact of bridge on Furnivall Gardens and the setting of listed buildings. Contrary to policies, would result in light pollution and would cause damage to the historic landscape of the Riverside and historic open space. The scheme should be heritage led. Support objections from the Hammersmith Society and HAMRA.

This objection was re-confirmed through the second consultation. Additionally, there is no objection to the revised arrangement of steps with amphitheatre seating but they have reservations about the plinth blocks.

h) Ravenscourt Action Group

Object to the proposal. Excessive height, out of scale with the surrounding area. Views damaged to and from conservation areas, the setting of the conservation area and listed buildings compromised by the raised walkway, inappropriate bulk and height of the proposed buildings. The bridge will obscure south elevation of listed town hall. Loss of privacy. Loss of affordable housing. Regeneration scheme should be heritage led. Re-instatement of the north elevation would be marred by planters and a ramp which is contrary to the original concept of the building. Loss of Cinema and Cromwell Mansions is contrary to policy guidance. The Dodona report is flawed. Welcome provision of new square, but not if it would be overshadowed or create unpleasant conditions. North side of King Street would be put into shadow. Proposal generates a great deal of traffic, leading to congestion. Existing traffic problems would be exacerbated; and the service

yard and car park entrances would be visually damaging. Unacceptable environment for Marryat Court. Significant loss of the existing residents' parking. Not sustainable to demolish the Town Hall Extension.

This objection was re-confirmed through the second consultation. Additionally they have stated that they welcome development but it should be heritage-led.

i) Ashchurch Residents Association

Object to the application. Contrary to UDP policies and would be of an excessive height; damaging views, and setting a precedent for further tall buildings. Undermines the nature of neighbouring Conservation Areas. The height and scale of the development will damage the setting and views in and out of conservation areas. Adverse impact of footbridge on local amenities and the setting of listed and historic buildings. Demolition of the town hall extension would enable the original town hall to be seen however western façade will be obscured by pedestrian ramp and buildings. Footbridge results in loss of large part of the amenity space and create an intimidating space under the bridge. Environmental nuisance from light pollution.

This objection was re-confirmed through the second consultation. Additionally they agree with English Heritage and endorse objections made by Friends of Furnivall Gardens, the SOS group, the Hammersmith Society and HAMRA.

j) Old Chiswick Protection Society

Objects to the proposed development on the basis of the excessive height and would damage key views. Affect on the setting and views along neighbouring conservation areas. Concerned that the proposed height would set a precedent. Loss of a designated ACE site without replacement. The architecture of the cinema is worth preserving. Adverse impact on Furnivall gardens. The footbridge is unnecessary and would damage views. Endorse points made by HAMRA.

This objection was re-confirmed through the second consultation.

k) Digby Mansions (39-58A) Residents Association Limited

Objects to the proposed development. Much larger and more extensive than originally envisaged, out of character and would have an adverse impact on the neighbourhood and its residents. Conclude that proposal is contrary to policies and guidelines. Object to the scale and appearance of the proposed development. Results in light pollution and would spoil night-time views. Concerns in respect of the number and type of apartments and the lack of affordable housing. CPO and demolition of Thomas Pocklington trust properties, demolition of cinema and provision of a new supermarket unacceptable. Object to the size and position of the proposed footbridge. Impact on views from many parts of Hammersmith including surrounding conservation areas. Impact on the setting of listed buildings and Furnivall Gardens. Strain on public transport, public services and car parking spaces. Loss of amenity space. Additional traffic. Consider that the benefits of the scheme, outweighed by effect of development on community. Endorse objections made by HAMRA.

This objection was reconfirmed through the second consultation. Additionally reference was made to the Queens Wharf planning application which was refused recently by the Planning Committee.

l) Cathnor Park Area Action Group

Support the demolition of 1970's town hall extension, however the current design proposal fails to respond to the original 2007 brief. The demolition would only improve the setting of the listed Town Hall from the north frontage. The scheme would be over dense and oppressive. The proposed bridge only benefits the development and future residents while compromising existing, including the listed buildings. Set a precedent for future development. Current proposal is schizophrenic, opportunist and insensitive. Generally support reinvigoration the area around the town hall.

This objection was reconfirmed through the second consultation.

m) The Cinema Theatre Association

Objects to the loss of the cinema. However, if the cinema is demolished recommends that the galleon grilles are salvaged.

This objection was reconfirmed through the second consultation.

n) Friends of Furnival Gardens

Object to planning applications due to scale and height of proposal and its impact on the setting of Furnivall Gardens and protected views. Impact on Hammersmith Bridge, the River Thames, the tow path, listed buildings, conservation areas up and down stream and a very wide area around. The proposed footbridge and access ramps would impact on Furnival Gardens, listed buildings, useable open space, loss of trees and wildlife habitat and views. Alternatives to a footbridge have not been satisfactorily assessed. Agree with English Heritage. The demolition of the town hall extension and the creation of a civic square would substantially improve the setting of the Grade II Listed Town Hall. Buildings on each side of the new civic square would harm the new square and impact on the Town Hall. Public benefits outweighed by the harm. The area around the Town Hall suffers from planning blight. The proposed access ramps would reduce the visual and acoustic impact of traffic on the A4. Not in accordance with policy. Loss of cinema, loss of affordable housing without replacement.

This objection was re-confirmed through the second consultation.

o) The Friends of Ravenscourt Park

Object to proposals due to impact on the setting and surroundings of several listed buildings, conservation areas and views. Consider the proposal to be contrary to policies. Fails to meet amenity and play space requirements. Concerned about the loss of buildings of character and significance in the area. Design and bulk of tower blocks unacceptable and damage the skyline. Endorse responses made by HAMRA and The Hammersmith Society. Accept that the demolition of the town hall extension and public square are a public benefit.

This objection was re-confirmed through the second consultation, with additional objection to the destruction of amenities in the established townscape. Also endorse objections by the Friends of Furnivall Gardens and SOS group.

p) The Fulham Society

Object to proposal due to height, overdevelopment of site, impact on local views, impact on conservation areas and listed buildings. Consider that the proposal would destroy a number of historic buildings on the local list and completely change the atmosphere of the area. Against housing all Council activities/offices under the same roof. Concerned

about the impact of the proposed footbridge on Furnivall Gardens and listed buildings around the Dove. Contrary to policies and set a precedent for future development.

This objection was re-confirmed through the second consultation.

q) Granville Mansions Association

Object to scheme due to dominance and scale of development, contrary to policies; scheme proposed would do more damage than the town hall extension. Consider that the proposed footbridge would have a negative impact on Furnivall Gardens and views of the town Hall. Loss of cinema. Adverse impact of supermarket on local shops and businesses. No need for further office development. Proposal would have an adverse impact of development on views, character of the area around the historic river frontage. Results in light pollution. Loss of housing for blind and vulnerable people and no affordable housing proposed. Sets a precedent for more tall buildings and ignoring policies.

r) Planning and Conservation Working Group of the London Parks and Gardens Trust

Object to the proposed development which is considered to be clumsily designed and over scaled blocks of buildings, contrary to national guidance and local policies. New development is excessive and obtrusive. Only benefit would be the demolition of the Town Hall extension.

s) London and Middlesex Archaeological Society (LAMAS)

Development would be detrimental to the setting of the Town Hall, is over-dominant and detrimental to the street scene and area. Bridge would create unnecessary clutter, although a footbridge would be feasible and link the riverside and park to King Street and areas to the north. No objections to the ceremonial steps and entrance which would enhance the heritage asset.

t) North Barnes Residents Association

Object to the proposal as it is out of scale with surrounding area, impacts on views, damages the setting of listed buildings, and conservation areas. The advantage gained by demolishing extension is worsened by proposals. Consider that the scheme would be contrary to policies. Light pollution and impact on night-time views. Unacceptable impact on Hammersmith river skyline. Results in an increase in road traffic and congestion. Sets a precedent for tall buildings in the area.

u) The Ravenscourt Society

Objects to the proposed development based on its excessive height, it dominating views and overshadowing heritage assets. Loss of affordable housing without replacement. Loss of cinema. CPO of Thomas Pocklington Trust buildings. Consider that there is no need for new civic offices. Lack of compliance with the Council's 2007 Design Brief which stated no more than eight storeys high or 24.4m. Impact of pedestrian bridge on Furnivall Gardens, Nigel Playfair Avenue and the Town Hall. Increase in anti-social behaviour. No need for supermarket. Will create congestion. Impact of HGV deliveries on Marryat Court. Acknowledge that the 'one stop shop' concept seems sensible. Consider that the new square provides no benefits and the ceremonial steps and the north of the bridge ramp would reduce ground floor area. Adverse impact on local businesses.

This objection was re-confirmed through the second consultation and support was shown to objections made by SOS.

v) Save our Cinema

Objects to the redevelopment of the town hall area which would involve the demolition of the cinema. The Dodona report provides inaccurate information. The cinema is viable and supports the local economy. Save our Cinema petition reveals that many people are coming from beyond the immediate area; the cinema is a good example of a 1930s Art Deco cinema. Contrary to government policies and should be incorporated in proposals. Agrees that the borough is over screened, however these screens are concentrated in Shepherds Bush and Westfield.

This objection was re-confirmed through the second consultation, with additional reference to a previous application refused by the Council for the change of use from cinema to a supermarket (2008/00485/FUL).

w) Save our Skyline

Object to the application on the basis of the height and scale of the 14 and 15 storey towers, which is contrary to policies. Proposal would damage key views and skyline and is not in an area identified as appropriate for tall buildings. Would result in increased light pollution and have an adverse impact on night-time views. No need for supermarket and would add to congestion and pollution. Loss of affordable housing without re-provision. Results in the demolition of two buildings of merit and loss of cinema. Negative impact on the setting and views in and out of conservation areas and the setting of the historic environment around the Dove Passage; Consider that the footbridge would have a negative impact on listed buildings and Furnivall Gardens. Would set a precedent for further tall buildings along King Street.

This objection was re-confirmed through the second consultation

x) Stamford Brook Residents Association

Concerned about the height and design of the residential block facing the A4, the external treatment of blocks on both sides of the new square and the impact of ramp of the footbridge on Furnivall Gardens. Recommend inclusion of lifts. Subject to the concerns listed above, the project should proceed as its regeneration credentials are an over-riding material consideration. The Council must not increase its debt liability when it is possible to replace the civic office accommodation without cost to H&F and create the opportunity to regenerate a run down part of King Street. The proposal impacts on views and may be considered to conflict with the setting of the Town Hall, other Listed Buildings and the low rise development close by. It does not accord with many UDP provisions; however, these are more than compensated by the advantages brought to the residential and business community. Apart from the appearance of the building itself, there is little to promote the cinema as there are a number of better cinemas close by and this land makes a valuable contribution to the redevelopment site. Support the regeneration of the run down area around King Street Town Hall, the demolition and replacement of the town hall extension and the new civic square with perimeter shops, restaurants, cafes etc. Rationalisation of council office accommodation viewed favourably as is the link from the new civic square to/from Furnivall Gardens and the River. Proposal would attract investment to create jobs and boost local economy. Consider it to be an ideal site for high density high-rise housing.

y) St Peter's Residents' Associations

Consider that whilst the demolition of the existing town hall is a good thing, the scale of development inappropriate. Would set a precedent and the character of Hammersmith

would be lost. Poor relationship between buildings and would be too dense. Consider that it is not an area where tall buildings would be appropriate. Architecture is dull and undistinguished and would negatively impact on nearby buildings and views. Adverse impact of the proposed bridge on Furnivall Gardens and the house immediately adjacent, which has been specifically designed for muggers' convenience and will have to be screened.

This objection was re-confirmed through the second consultation, with additional objection to the proposed supermarket and the loss of the cinema.

z) The Twentieth Century Society

Objects to the proposed development as it would have a detrimental impact on the setting of listed buildings, be out of scale with surroundings and too tall. Proposal would be too close to the Town Hall and would result in it being overshadowed. The proposed link to Furnivall Gardens could offer certain benefits but falls short in terms of high design and place making standards and would have a detrimental impact on Furnivall Gardens and listed buildings. Demolition of the Town Hall extension is welcomed, however the new front steps would take on a primary role rather than being subsidiary to the listed building.

This objection was re-confirmed through the second consultation.

aa) The Victorian Society

Object to the proposal on the basis of the demolition of heritage assets (Cromwell Mansions and the residential Block on Cromwell Avenue) and concerned about scale and design of replacement buildings. Proposal would be a waste of resources in terms of built-in energy. Concerned about the impact on the character of surrounding buildings, street scene and the setting of the adjacent conservation areas. There is scope for some improvement of the street scene and an increase in the density of units however a sensitive approach must be taken.

This objection was re-confirmed through the second consultation

bb) Wendell Park Community Group

Object to the proposal on the basis that there is no low cost or social housing to replace existing, density and height of buildings too high and out of scale with the surroundings, set a precedent, supermarket would impact on local shops, loss of cinema, Furnivall Gardens reduced by a third,

cc West London River Group

The proposals would result in visual and environmental damage on the River Thames and on the Riverside. The proposals would have a harmful townscape effect on the centre of Hammersmith. Contrary to relevant policies and would not preserve and enhance the architectural, historic, landscape and Riverscape character.

This objection was re-confirmed through the second consultation

dd) William Morris Society

Support demolition of Town Hall extension and reinstatement of the civic square, but concerned about the impact on the Mall area particularly by the 15 storey building. Other concerns include the impact on the Town hall and surrounds, the loss of cinema, the lack of affordable housing and also the impact on traffic flows. Acknowledge mixed

opinions in respect of the footbridge due to concerns about visitor access to Kelmscott House, whilst the improved crossing of the A4 preferably at street level would be a good thing. Concerned about safety of users and of traffic and the impact on views of and from the Town Hall in the Gardens.

This objection was re-confirmed through the second consultation

ee) Andrew Slaughter (MP)

Objects to proposals on the grounds that the planning authorities compromised, and there will be a loss of affordable housing without replacement. Other concerns relate to the loss of the cinema which is profit-making and helps support businesses and the loss of the Thomas Pocklington trust dwellings. Destruction of Cromwell Avenue to become the entry and exit point for vehicles is not acceptable. Loss of 1/3 of Furnivall Gardens due to the footbridge which will also damage of setting of listed buildings and result in a loss of privacy. Height of 14 and 15 storey blocks will impact on neighbouring streets and would be out of scale with the area. Other options such a replacing and remodelling the extension have not been properly investigated. Proposal would set a precedent.

This objection was re-confirmed through the second consultation. The revised proposals are purely cosmetic changes that do nothing to address the community's concerns and still result in the loss of many important local amenities.

ff) Zac Goldsmith (MP)

Concerned about the proposal on the basis of the 14 storey block which would distort the historic riverside views. Out of scale with the existing buildings in the area.

This objection was re-confirmed through the second consultation

gg) Save our River front

Objects to the proposals on the grounds of demolition of two buildings of merit, a viable cinema, loss of Thomas Pocklington buildings without replacement and loss of amenity space at Furnivall Gardens. The proposals are too tall, too dense and out of scale with surroundings. Impact on views and the scheme would undermine local businesses with an unnecessary supermarket.

2.5 There have been 706 registered letters and emails received from local residents. 643 are letters of objection, 60 in support and 3 which were mixed. A petition was submitted with 6000 signatures against the closure of the cinema. Save our Skyline (SOS) have forwarded 338 emails from their website, where people have registered their opposition for the proposal. These emails do not have addresses and many of the emails are from people who have submitted individual objection letters to the Council.

2.6 The representations are summarised below:

Highways/Transport:

- Increased traffic and congestion;
- Insufficient parking provision;
- Increased pressure on already stretched on and off street parking provision in the surrounding area;
- Increase in noise, disturbance and general pollution;
- Cromwell Road is inappropriate for HGV traffic;
- Overprovision of parking spaces for Civic offices;

- Increase in pedestrian footfall from Ravenscourt Park Station;
- Access to the site should be via the A4;
- Inappropriate servicing arrangements;
- Lack of alternative parking provision for residents of Marryat Court;
- Adverse impact on highway safety;

Design:

- Overdevelopment of site;
- Poor quality of design that is out of keeping with the area;
- Excessive height that is out of proportion to its context, surrounding properties and wider townscape;
- Poor aesthetic quality that is unexceptional dated, ugly. monolithic and unattractive;
- Limited architectural merit;
- Height, massing and density is out of scale with surroundings;
- Not environmentally friendly;
- Overbearing;
- Not designated as an area for tall buildings;
- Walkways of an inappropriate form and material;
- Excessive footprint;
- Dwarfs the housing in the surrounding areas;
- Scale undermines the public open space area created;
- Balconies would be an eyesore as used for storage;
- Insufficient amenity space for future residents;
- Inappropriate materials;
- The space between the western side of the town hall and the elevated walkway will become darker and trees may not grow well;
- Space will be hard to clean and fill with litter;
- Should be enclosed by a glass roof;
- Thames Strategy encourages low rise design.

Views:

- Demonstrable harm to views of Upper and Lower Mall from River;
- Demonstrable harm to views from Hammersmith Bridge;
- Would obscure views of Town Hall;
- Adverse impact on views from Barnes;
- Focus on Church Spire would be undermined.

Impact:

- Adverse impact on skyline;
- Not in accordance with planning policies;
- Unwelcome presence in night time views from Hammersmith Bridge, Barnes and Putney Embankment;
- Visually intrusive;
- Excessive density;
- Loss of daylight;
- Loss of sunlight/increased overshadowing;
- Loss of privacy and overlooking from balconies;
- Increased risk of flooding, sewerage and rainfall;
- Loss of amenity space;
- Loss of right of way;
- Light pollution;

- Adverse impact on wildlife;
- Increases carbon footprint;
- New square would be gloomy;
- Proposed design will create an unpleasant, wind-tunnel type of micro-climate in front of the town hall;
- Increased sense of enclosure;
- Disturbance whilst works are ongoing, particularly for the less mobile;
- Loss of outlook;
- Loss of trees;
- Increased pressure on local education, health facilities, transport and other public services;
- No direct and clear benefits to the community;
- Results in poorer members of community leaving;
- Undermines quality of life; and
- Adverse impact on property values.

Loss of Cinema:

- Great shame to lose local, valued community asset/amenity;
- No alternative Cinema in walking distance;
- Building is used for arts, culture and entertainment purposes;
- Loss of profitable business;
- 'Community' cinema as opposed to 'Commercial' cinema;
- Replacement Cinema/entertainment facilities should be proposed;
- Loss of building that is of architectural interest and merit;
- Dodona report is not sufficiently robust to justify the loss of the facility;
- Cinema could form part of regeneration proposals; and
- Adverse impact on the local economy.

Heritage Assets:

- Out of character with the surrounding Conservation Areas;
- Fails to preserve or enhance the setting or views into and out of Conservation Areas;
- Damages setting of Town Hall and Sussex House;
- Adverse impact on the Dove Public House;
- Adverse impact on surrounding Listed Buildings;
- Cromwell Mansions should be preserved;
- Unsightly 21st century addition that would be harmful to the Mall's 18th and 19th architectural harmony;
- Façades of Town Hall compromised by new development, including the proposed footbridge;
- Adverse impact of the proposed footbridge on Sussex House;
- Adverse impact on the Riverside Walk which is a national treasure; and
- Development impinge on views from the Wetlands, the Leg o' Mutton reservoir, Palace Wharf and Ravenscourt Park;
- Demolition of Town Hall is contrary to Sustainable Development principles;
- Town Hall extension is uneconomical and an 'insult' to the Town Hall;

River/Footbridge:

- Needs to be enclosed to protect traffic from missiles and possible suicides;
- Likely to increase antisocial behaviour;
- Underpass would be more usable if renovated and would cost less than proposed bridge;

- Not safe for pedestrians;
- Used by cyclists;
- Banking of the bridge is too steep;
- Ramp would have overbearing impact on bridge;
- River outlook altered and harmful impact on river frontage/setting;
- Unnecessary and purely for economic enhancement of flats;
- Poor overall design and aesthetic appearance;
- Loss of space in Furnivall Gardens (between 18-40%);
- Adverse impact on surrounding historic buildings;
- Unnecessary as there is pedestrian subway access;
- Bridge and bank would be expensive;
- Pedestrians would result in increase noise and disturbance, destroying peaceful setting;
- Bridge increases the distance to Furnivall Gardens;
- Loss of trees;
- Surface crossing would be better solution; and
- Distraction to motorists;

Use:

- No need for any more housing, supermarkets, coffee shops or restaurants in Hammersmith;
- One and Two bedroom units do not address housing shortage in London;
- Need is for more officers not offices;
- Loss of low cost housing is unfair and does not provide for equality of opportunity;
- Undermine businesses and result in more empty shops
- New retailing should go into empty shops;
- Town Hall is deserted and underused;
- Adverse impact on the eastern end of King Street;
- Proposed uses would not improve vitality and attractiveness of centre;
- Loss of affordable housing and housing for people with special needs;
- No provision of affordable housing;

Miscellaneous

- Cromwell Avenue would become dark increasing need for lighting/cost of electricity bills;
- Tall Buildings are a fire risk;
- Such investments should not be made in times of `austerity`;
- No benefits to local people and shops;
- Sets precedent for high rise development;
- No Section 106 provision to benefit Hammersmith residents;
- Immense general disruption;
- Not in accordance with Planning Brief
- Drawings by the developers have been misleading by showing it from partly obscured angles, foreshortening the height and never revealing the truth about the extent to which the skyline and views will be destroyed.
- Extra population will destroy charm of Ravenscourt Park and add greatly to the maintenance of the park;
- Damaging effect on local community;
- No provision to re-house vulnerable people;
- Public consultation and Environment Statements are unbalanced;
- New square is not needed;
- Riverside shouldn't be `opened up' to more people;

- Loss of rural riverside location in London;
- Clear conflict of interest between the Council and the Planning Committee;
- The area needs more green space and trees planted on King Street;
- Business plan and profits should be made public;
- Act as a 'sound wall' creating more sound from the A40;
- Results in greater need for public toilets;
- No information given about the impact that the scheme will have on the rest of the Borough and the resulting vacant council sites.
- Research carried out into the 'viability' of the scheme did not adequately assess viability of alternative schemes, or the repair of the current extension; and
- Hypocritical of the Council to oppose the use of Furnivall Gardens by Thames Water for use in the development of essential public infrastructure and yet support the use of the gardens for a non-essential permanent footbridge.

Mixed Response:

- Support regeneration of wider area and Town Hall;
- 1970s office development is of poor design and its removal improves appearance;
- No access off A4 Great West Road is supported;
- Support provision of Council offices in one location;
- Provision of open space and bridge access to Furnivall Gardens would benefit local residents;
- Provision of bridge means people do not need to use dangerous tunnel;
- Improves the image of the Borough;
- Flats and shops will lift class of shoppers from 'chavalanche';
- Square provides welcome focus to the town centre;
- Support provision of bridge but should be redesigned;
- Accept that there needs to be housing either side of the new square which would revitalise area;
- Thomas Pocklington Trust have not maintained the building and so not reasonable to insist on its retention;
- Support giving the Piazza back to the people of Hammersmith;
- Whilst bridge is a good idea, it could be congested and dangerous;
- Cinema should be demolished as is an eyesore; and
- Free recycling is an excellent idea.

Letters of Support:

- Area is in desperate need of modernisation;
- Will deliver much needed regeneration to the western end of King Street;
- Huge long term and short term benefits;
- NIMBYism should not hold up the scheme;
- Positive impact on Community;
- Provision of better, safer access to the Riverside is a huge positive;
- King Street requires revitalisation to compete with other shopping centres;
- Town Hall extension is an eyesore and so its removal is welcomed;
- New employment opportunities;
- New residential properties;
- Provision of new Council facilities without incurring costs to the taxpayer is welcomed;
- Provides for improved shopping facilities;
- Boost to the area visually and economically;
- Would provide a catalyst to invest and locate in the area;
- Will enhance the 'lower' end of the High Street;

- Links the River to the commercial area;
- Breathe life into an exhausted part of the Borough that no-one likes;

Following the second round of consultation a total of 416 objections have been received. Of this number approximately 150 are people who have previously submitted representations on the original application. The objection letters stated that the amendments fail to address previous concerns. Additionally, it was stated that the Council should take a consistent approach to proposals that affect the Riverside, with reference made to the Queens Wharf application. 8 representation letters were submitted in support of the revised application.

3.0 PLANNING CONSIDERATIONS

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

- Whether the development would accord with the relevant policies of the Core Strategy, UDP, London Plan and National Planning Policy guidance (this will be done on a section by section basis);
- The principle of the proposed uses in land use terms and the acceptability of the loss of existing uses;
- The mix of housing, density and affordable housing;
- The impact of the proposed development on surrounding properties and heritage assets, in terms of its design, heights and scale;
- The standard of residential accommodation proposed;
- The potential impact on the amenities of surrounding residential properties;
- Traffic generation, highway safety, servicing and car parking demand generated by the proposed development;
- Sustainability including energy efficiency, drainage and ecology,
- Land contamination, archaeology, wind microclimate, air quality; and
- Planning obligations and impact on community infrastructure.

PRINCIPLE OF PROPOSED USES

3.2 PPS1 sets out the overarching policies for the delivery of sustainable development. It requires local authorities to promote more efficient use of land through higher density mixed use development and the use of suitably located, previously developed land and buildings. Planning should actively seek to bring vacant and underused previously developed land and buildings back into beneficial use. This is intended to help achieve the targets the Government has set for development on previously developed land.

3.3 The recently published draft National Planning Policy Framework (July 2011) advises that for the planning system to deliver sustainable development, it should; a) plan for prosperity by using the planning system to build a strong, responsive and competitive economy, by ensuring that sufficient land of the right type, and in the right places, is available to allow growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure; b) plan for people (a social role) use the planning system to promote strong, vibrant and healthy communities, by providing an increased supply of housing to meet the needs of present and future generations; and by creating a good quality built environment, with accessible local services that reflect the community's needs and supports its health and well-being; and c) plan for places (an environmental role) use the planning system to protect and enhance our natural, built and historic environment, to use natural

resources prudently and to mitigate and adapt to climate change, including moving to a low-carbon economy.

3.4 With regards to town centres, the 2011 London Plan policy 2.15 states that development proposals should sustain and enhance the vitality and viability of existing centres, accommodate economic and/or housing growth through intensification and selective expansion in appropriate locations, be in scale with the centre and finally contribute towards an enhanced environment including links to green infrastructure.

3.5 The application site is subject to a strategic site policy in the Hammersmith and Fulham Core Strategy. Policy HTC1 states that the site should be developed for 'offices and a mix of town centre uses, retail, employment and housing (uses)'. The supporting justification indicates that any residential units on the site would help meet the objective for a greater choice of housing in the town centre and help regenerate this part of King Street.

3.6 The principle of redevelopment is considered to be supported by wider national and strategic policies, as the proposed development seeks to make the best use of previously developed land, provides new offices and retail provision in a highly sustainable location, providing new homes to meet population growth and improves pedestrian links to valued public amenity space.

3.7 The proposal would be in line with adopted local planning policies as it comprises a mixed-use development including the provision of new residential units, office accommodation, a supermarket and five commercial units fronting a new public square. The proposal also incorporates a new pedestrian link across the A4 to Furnivall Gardens, and the river beyond.

3.8 The proposed uses are also considered to be fully in line with the Core Strategy allocation for the site, which as a site specific policy, is of particular relevance.

Housing

3.9 Planning Policy Statement 3: Housing (PPS3) seeks to ensure that housing is developed in suitable locations, which offer a range of community facilities and have good access to employment opportunities, key services and infrastructure. It specifies that this should be achieved by making effective use of land, existing infrastructure and available public and private investment, and include consideration of the opportunity for housing provision on surplus public sector land (including land owned by Central Government and its bodies or Local Authorities) to create mixed use developments. The priority for development should be previously developed land.

3.10 London Plan Policy 3.3B states that an annual average of 32,210 net additional homes should be delivered per annum in London. Within this overall aim, Table 3.1 sets an annual target of 615 net additional dwellings for Hammersmith and Fulham (excluding an increment in provision in the Earls Court West Kensington Opportunity Area). Policy 3.3D of the London Plan states that boroughs should seek to achieve and exceed the housing targets set out in Table 3.1 of the plan. The Core Strategy Policy H1 also seeks to ensure that this target is met and exceeded. The proposed development to provide 290 units (net gain of 236 units) would contribute towards meeting these established London Plan and Core Strategy targets.

Retail

3.11 Planning Policy Statement 4: Planning for Sustainable Economic Growth (2009) sets out the Government's policy in respect of Economic Development. Policy EC5 states that Local Planning Authorities should identify an appropriate range of sites to accommodate identified need in town centres taking into account other considerations such as physical regeneration benefits of redeveloping previously developed sites, employment opportunities and increasing investment.

3.12 Policy EC10 states that when determining planning applications which involve Economic Development, Local Planning Authorities should adopt a positive and constructive approach towards planning applications for economic development. Applications should be assessed against a number of impact considerations including: accessibility of the proposal by a choice of means of transport; whether it secures a high quality and inclusive design which takes the opportunities to improve the character and quality of the area, impact on economic and physical regeneration and impact on local employment.

3.13 At a strategic level, the London Plan identifies Hammersmith Town Centre as a major town centre (Table A2.1) with the Mayor supporting a strong, partnership approach to assessing need and bringing forward capacity for retail, commercial, culture and leisure development in town centres (Policy 4.7).

3.14 The retail element of the proposal includes a supermarket of approximately 1,840 sq m net (2,680 sq m gross) of floorspace and five small retail units (A1, A3 and A4) equivalent to 895 sq m gross of floorspace.

3.15 The Core Strategy policy HTC1 encourages a mix of uses to complement the core shopping area and to improve the economic health of this part of the town centre. Therefore, the principle of retail is supported at this site. However, CS Strategic Policy C and PPS4 need to be considered in relation to the scale and impact of the retail floorspace proposed. CS Strategic Policy C states that new shopping facilities will be expected to meet the policies set out in PPS4 in particular; proposals will need to be of an acceptable scale and appropriate impact for the existing shopping hierarchy.

3.16 In terms of PPS4, the 'centre' for retail is defined as the primary shopping area. The Core Strategy has a Primary Shopping Area (PSA) that includes the prime retail frontage. Although the majority of the site is located within the defined town centre, the site falls outside of the primary shopping area which extends up to 129-131 King Street on the south side. In view of this designation, it is appropriate to consider that the site is more akin to an 'edge of centre' site, (generally defined as being well connected to and within easy walking distance i.e. up to 300 metres of the proposed PSA).

3.17 On this basis, the Applicant has submitted a retail assessment which includes a sequential test and an impact test in accordance with the provisions of PPS4. The sequential approach taken by the Applicant has dismissed a number of sites in more central locations in and around the three town centres (Hammersmith, Shepherd's Bush and Fulham) based mainly on their size being too small. The Applicants also dismiss larger sites in Vanston Place in Fulham Town Centre and the Hammersmith and City Line station car park in Hammersmith Town Centre on the basis of existing development proposals. The sites are regarded as being either too small or whilst offering potential for new retail floorspace, would require the disaggregation of parts of the supermarket. Officers agree that these sites would not provide the qualitative and

regeneration benefits associated with this planning application and which are being sought by the Council's Core Strategy Strategic Site Policy HTC1.

3.18 To establish the in centre trade and turnover impacts of the proposed development the Applicant has used the results of the West London Retail Study (WLRNS) 2010 and Pitney Bowes Business Insight (2007) to show that the growth in convenience expenditure in the Hammersmith area by 2016 would be more than sufficient to support the proposed store, without requiring any higher levels of expenditure retention within the local area or trade diversion from existing stores within it.

3.19 The WLRNS indicates high expenditure and turnover levels in the Hammersmith area and as a result there is an identified need for further retail floor space. The WLRNS specifically identifies the retail need for 'large convenience stores' and following the implementation of commitments, capacity projections indicate an estimated capacity for up to 5,189 sq m (net) for large convenience stores borough-wide by 2016 and an identified estimated need for supermarket floor space in Hammersmith Town Centre of 1,400sqm (gross) up to 2016. Although the proposed supermarket would exceed the need identified for Hammersmith town centre, the applicant has shown that there will be future growth in expenditure in the area. Officers find no reason to disagree with this statement given the number of recent housing development approvals likely to be constructed by 2016 and consider that the new food store element of the scheme would provide an 'anchor' drawing people along King Street thus helping to regenerate the western part of the town centre, in line with site specific policy requirements. The Applicant has provided evidence to show that the proposed development would not have an unduly detrimental impact on neighbouring centre trade/turnover and would not impact detrimentally upon town centre vitality and officers concur with these findings.

3.20 It should be further noted that the two applications made by St James's Investments (Tesco) on the Cineworld cinema site, which were refused by the Council, were not considered to be acceptable in land use terms, due to the lack of supporting information submitted and the detrimental and unacceptable impacts on the highways network due to the proposed access arrangements. It is also noted that the gross internal floor space proposed in the St James's application was larger than what is being proposed in this instance and the impacts associated with the proposal could not be mitigated against. Another key difference, is that these previous applications were not subject to a site specific policy which supported the comprehensive redevelopment of the application site for mixed uses including retail and did not provide any of the regeneration and heritage benefits associated with the current proposal.

3.21 The Applicant has also responded to officers' previous concerns about the impact on the town centre by providing a retail assessment. The retail assessment provided reaches the same conclusions as the WLRNS, which identified a growth in expenditure for convenience floor space in the Hammersmith area and in turn shows a need for further retail floor space in Hammersmith.

3.22 The regeneration benefits of the scheme (addressed in other parts of the report) are an important consideration in PPS4 (EC10), which lend its support to the retail element of the scheme. Policy EC10 of PPS4 sets out the specific criteria which needs to be met with regard to carbon dioxide emissions, choice of transport modes, traffic congestion, high quality design, and the impact on economic and physical regeneration. These issues are discussed in detail below under the relevant headings. However, it is considered that the economic and physical regeneration benefits of the scheme, which

would provide numerous regeneration benefits for the area, including redevelopment of an under-used site, removal of the town hall extension and its replacement with a public square, new homes and offices and a new pedestrian link across the A4 are important considerations. The previous application by St James's Investments did not deliver these regeneration benefits proposed by this current application.

3.23 In summary, officers accept that the proposed retail floor space cannot be accommodated in a sequentially preferable location. It is also accepted that the need identified in the WLRNS indicates that the area can support further convenience stores, but only in appropriate locations where impact criteria as set out in PPS4 are met. In this case, the Applicant has provided evidence to show that the proposed development would not have an unduly detrimental impact on neighbouring centre trade/turnover and would not impact detrimentally upon town centre vitality. In addition, the new supermarket and smaller shops, cafes and bars on each side of the new civic square will together act as an attractor drawing people along King Street towards the western part of the town centre.

Additional commercial units

3.24 The proposal seeks to provide five smaller units ranging in size between approximately 110sqm and 329sqm, totalling 895sqm of shops, restaurants, bars and cafes. This element of the proposal would be in line with PPS4 (Policy EC14.5) which advises that such uses should be directed to town centre locations in the first instance. Officers consider that these uses could be considered as ancillary to the overall mixed use scheme and that they will add to the vitality of the area, particularly as they will be accessible off the new public square.

3.25 Paragraph 7.59 of the supporting justification of CS policy HTC states that 'the council will encourage a general upgrading of the shopping offer at the western end of King Street, up to and around the Town Hall the creation of a high quality civic centre campus based around the listed Town Hall with a public square and with some new shopping and restaurants'. The provision of these various units would assist in meeting these objectives.

3.26 In order to safeguard against any possibility of the retail units having an undue detrimental impact on surrounding commercial units, a planning condition is recommended to prevent the units from becoming amalgamated into larger sized units (Condition 38). A condition is recommended to restrict the floor space of the supermarket unit (Condition 37). Subject to these conditions it is considered that the proposed commercial and retail offer would not compromise the vitality and viability of the town centre.

Employment

3.27 National, regional and local planning policies support the provision of improved office accommodation in town centre locations. London Plan policy 4.2 allows for an increase in stock in appropriate locations to meet future requirements. Hammersmith Town Centre is identified as a metropolitan town centre. Core Strategy policy HTC1 seeks to direct major office accommodation to Hammersmith town centre an objective which is carried through to Core Strategy policies. The proposal would provide approximately 8,150 sq m of new office floor space. Officers have reviewed the council's present and future accommodation needs and are satisfied that the replacement is appropriate and that the provision is no more than necessary to meet the council's requirements. Therefore, it satisfies policy HTC1. The scheme allows for

some additional office capacity also intended for use as civic offices and additional provision is supported in principle. This would be in accordance with the adopted policy framework.

3.28 The principle of office floor space is therefore supported by the wider policy framework.

LOSS OF EXISTING USES

Existing Residential Buildings

3.29 The comprehensive redevelopment of the site involves the demolition of a number of existing buildings including the demolition of 54 residential units located within Cromwell Mansions and Cromwell Avenue. These units are owned by the Thomas Pocklington Trust and are rented to those individuals who reside in them to 'generate income to support its charitable activities' (CMA Planning). In terms of policy requirements, the provision of new housing to replace existing housing is in accordance with the policy framework.

3.30 The Thomas Pocklington Trust is a registered charity which helps to house visually impaired people. Although these units have not been specifically designed to accommodate the needs of visually impaired tenants, it is understood that seven visually impaired tenants reside in these properties. To take into account the needs of the visually impaired tenants on Cromwell Avenue the Core Strategy Strategic Site Policy HTC1 states: 'Any loss of specialist housing for the disabled must be replaced on an equivalent basis in the locality as part of any comprehensive scheme.' In order to meet this requirement the developer has agreed to include a covenant in the section 106 agreement with the effect that: no demolition of any specialist housing for the disabled shall take place until specifically adapted accommodation has been offered to the existing visually impaired tenants within a 3km radius of the site and at a similar cost/rate/rent.

Loss of meeting house

3.31 UDP Policy CS5 seeks to resist the loss of premises for community groups and requires their replacement in any redevelopment subject to the changing needs of the community use and the provision of alternative premises. Policy CF1 of the Core Strategy seeks to protect existing community facilities where there is an identified need. Policy D1 of the draft Development Management (DM) DPD seeks the retention or replacement of existing community facilities unless there is no longer an identified need.

3.32 The redevelopment of the Friends Meeting House is required to comprehensively redevelop the site. The applicant has advised that extensive discussions have been held with the organisation and a new building is being provided to meet their needs on an alternative site on Bradmore Park Road.

3.33 Officers can confirm that architects representing the Quakers have met and discussed an alternative scheme with the Council. Therefore, officers consider, that the proposal in view of replacement facilities being offered, is in compliance with Policy CS5 and CF1. This will be secured through a S.106 agreement to ensure that no demolition would take place until replacement provision is provided.

Loss of Cinema

3.34 Policy 4.6 of the London Plan supports the provision of a diverse range of arts, cultural, sporting and entertainment enterprises advising that such uses be located

where there is good public transport, is accessible to all sections of the community and addresses deficiencies in provision.

3.35 Core Strategy policy CF1 seek to retain and improve arts, culture and entertainment (ACE) facilities and would not normally allow a change of use to other purposes. Policy CF1 seeks to protect existing premises that remain satisfactory for these purposes. Policy D2 of the draft DM DPD seeks to retain cultural facilities where they remain viable.

3.36 Core Strategy Strategic Policy HTC promotes the continuation of Hammersmith Town Centre as a major town centre and a strategic office location with high quality public realm that provides a wide range of major retail, employment, local government services, leisure, arts, entertainment and community facilities. It also seeks the regeneration of the western part of the town centre around the town hall. Paragraph 7.62 states that Hammersmith should continue to have a mainstream cinema, but a better located and a more modern venue would be desirable. It is noted under Strategic Policy HTC2, that a cinema is sought in the Kings Mall and Ashcroft Square Estate, King Street strategic site and estate regeneration area.

3.37 The site policy for the Town Hall/cinema site (HTC1) is of particular relevance to the redevelopment of the site. It does not insist upon a replacement cinema in any redevelopment proposals. The justification for the absence of any request for any replacement cinema, is provided at paragraph 7.75 which states that 'as the cinema is included on the local register of buildings of merit, it will be included in redevelopment proposals only if the benefits to this part of Hammersmith outweigh its loss'.

3.38 Although the cinema is recognised as a locally important building, its architectural merit is not considered to be so high (see paragraph 3.79-3.86) as to justify the withholding of planning permission on this scheme, and the numerous positive (including heritage related) benefits that would be derived from the proposal. The designation of the cinema as a building of merit is discussed in greater detail under the Heritage and Design section of the report.

3.39 The Applicant has submitted a report by Dodona on cinema viability. The Council does not have the in-house expertise to consider the robustness of this report or the validity of its conclusions. Given that the Council previously refused the loss of the cinema in two previous applications by St James's Investments (2008/00484/FUL and 2008/01161/FUL), and the reasons for refusal are material considerations, it is important that officers are satisfied that the loss is justifiable. Therefore, the Council felt that it was necessary for the report to be independently scrutinised.

3.40 A number of the representations on the original scheme suggested that the statements made in the Dodona report were inaccurate. Since then, the Dodona report has been independently examined by an experienced leisure and cinema expert, 'Morgan-Giles' and they have concluded that the Dodona report is accurate in its key conclusion that the cinema in this location and of this condition is not a viable short or long term operation. In particular, Morgan-Giles reach the same conclusion as the Dodona report that the borough is over-provided in terms of screens and that the future viability of this cinema is poor given the size of the premises, the need to upgrade and the associated difficulties and finally the location, which means it is fundamentally a neighbourhood facility only. There is also the competition to consider and both the Dodona report and Morgan- Giles conclude that the amount and quality of cinema

screens in the locality means that the Cinema is and will continue to trade poorly against the nearby, more modern alternatives in Shepherds Bush and Fulham which will eventually lead to its closure.

3.41 It is officer's opinion that in light of the conclusions from the Morgan Giles assessment the evidence is that the loss of the cinema would not be contrary to Core Strategy policy CF1, which only seeks to retain satisfactory premises. It is also the case that the proposed scheme brings wider regeneration benefits to the town centre which would also help off-set the loss of this cinema, both on functional and heritage grounds which accords with policies HTC and HTC1.

3.42 The loss of the cinema has been one of the reasons for the refusal of previous schemes (see paragraph 1.12). It is considered that the circumstances of the present application are materially different for the following reasons. There have been two key changes in circumstances since the submission of St James's previous applications. In the first instance, a new 14-screen cinema at the Vue Cinema complex at Westfield opened in 2010, therefore adding substantially to the provision of screens in the locality and the borough generally. Secondly, the Core Strategy has been adopted which allocates the application site for comprehensive redevelopment. In addition, it is the view of officers that the application differs from the previous proposals as they did not provide the wider community, regeneration and heritage benefits offered by this particular scheme.

3.43 It is also perhaps worthy of note that although no replacement cinema is proposed, it is intended that the new public square would be flexible enough to accommodate a variety of art and cultural uses such as musical performances, film screenings, and events such as ice skating and installation artworks. The Applicant has provided officers with two letters from companies specialising in outdoor cinema events, confirming that they would be interested in operating an outdoor cinema event within the new public square. In order to ensure that the opportunity is taken to use the new public square for future events, the developer will be required to enter into an agreement with an outdoor cinema operator. This will be enforced and managed via the S.106 agreement.

Summary

3.44 In summary, the principle of the redevelopment of this underutilised, brownfield, town centre site for residential, offices and commercial uses would be compliant with national, regional and local planning policies, aims and objectives. It would make the best use of previously developed land in a highly sustainable location, delivering regeneration benefits sought by adopted local planning policies without compromising the wider vitality and viability of the town centre.

Design, Heritage and Views

3.45 PPS1 'Delivering Sustainable Development' sets out the government's main principles for development and the promotion of its wider economic, social and environmental objectives in order to create sustainable communities. An overarching objective is to make more efficient use of land (in particular previously developed land) through higher density, mixed-use development. PPS1 also promotes high quality and inclusive design.

3.46 PPS5 requires new development to provide an assessment of the significance of any heritage asset affected by the proposals. The objective is to ensure that proposals respect the positive role the heritage asset can have in place making, and that the

proposals enhance or better reveal the significance of the area. The Applicant has submitted a heritage statement in accordance with national guidance and has assessed the justification for the demolition of several buildings, and the impacts of the proposal on the surrounding heritage assets. Chapter 9 of the Environment Statement (Built Heritage) considers the likely impacts of the proposed development on the built heritage resources at the site and within the surrounding area.

3.47 The following London Plan (2011) policies are applicable:

- Policy 7.1 requires that all new development is of high quality that responds to the surrounding context, improves access to social and community infrastructure, contributes to the provision of high quality living environments and enhances the character, legibility, permeability and accessibility of the surrounding neighbourhood.
- Policy 7.2 requires that new development embraces the principles of inclusive design.
- Policy 7.3 requires new development to incorporate crime prevention measures to provide a safe and secure environment.
- Policy 7.4 requires that new development responds to the surrounding setting and provides a human scale and relationship with street level activity and is informed by the historic context.
- Policy 7.5 requires the provision of high quality public realm that is comprehensible at a human scale.
- Policy 7.6 requires development to be of high architectural quality that is of a scale that is compatible with the surrounding area and makes a positive contribution to the immediate, local and wider area.
- Policy 7.7 advises that the definition of tall buildings includes those that exceed the Mayor of London referral threshold, and requires that such buildings should not compromise the character of the surrounding area and should be based on the highest standard of architecture and materials.
- Policy 7.8 requires that development respects affected heritage assets by being sympathetic to their form, scale, materials and architectural detail.
- Policy 7.21 seeks the retention of existing trees of value within new development proposals, and their replacement when lost.
- Policy 7.27 seeks improvement of access to the Blue Ribbon network and the provision of waterborne recreation facilities.

3.48 The following London Borough of Hammersmith and Fulham UDP (as - amended 2007 and 2011) policies are applicable:

- Policy EN2 requires that new development preserves or enhances conservation areas;
- Policy EN3 requires that new development preserves the setting of Listed Buildings.
- Policy EN8 requires that new development is of a high standard of design that is compatible with the scale and character of existing surrounding development.
- Policy EN25 seeks the retention of trees with development and suitable replacement where removal is considered to be acceptable.
- Policy EN31 recognises the importance of the views from Hammersmith Bridge;
- Policy EN31X advises that development will not be permitted in the Thames Policy Area unless it respects the riverside context;
- Policy EN32 encourages development that provides for river based activities and uses;

- Policy EN34 encourages the provision of enhancement to the riverside walk with relevant development.

3.49 Policy BE1 of the Core Strategy (2011) requires that all development creates a high quality, urban environment that respects and enhances its townscape context and heritage assets. The policy defines tall buildings as being those 'which are significantly higher than the generally prevailing height of buildings in the surrounding area'. Where such buildings are proposed, it requires that detailed justification is provided.

3.50 Strategic Policy HTC (Hammersmith Town Centre and Riverside) states that all new development should create a high quality urban environment and accord with the urban design principles of BE1. Strategic Site Policy HTC1 states that the development in terms of the mix of uses and design, must provide a strong focus of activity in this part of King Street, complementing the core shopping area and helping to improve the economic health of the intervening part of the town centre. A key objective of the policy is that the opportunity to improve links with Furnivall Gardens and the river should be taken. Proposals for tall buildings will be considered having particular regard to the civic significance of the site and the importance of enhancing the contribution and setting of the Grade II listed Town Hall.

3.51 The Thames Strategy - Kew to Chelsea SPG (2002) 'recognises the need to protect and enhance historic buildings, sites, structures, skylines and views of importance'. (3.30 Views and Landmarks).

3.52 The Councils vision for Hammersmith as detailed in the Core Strategy is that it should 'maintain and build on its importance as a major retail arts, entertainment and employment centre and be the focus for high quality local government services with a wide range of modern leisure activities and community services. It will continue to have major locational advantages for office development and secure more modern accommodation.'

3.53 Policy G1 of the draft DM DPD builds on UDP policy EN8 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 G2 of the draft DM DPD is about tall buildings, but in this instance, requires reference back to the Core Strategy and Policy HTC1 and BE1 apply. Policy G6 relates to views and landmarks of local importance requiring development to not cause demonstrable harm.

3.54 The application site is identified as the only major potential development site at the western end of the town centre and so is a key element in the regeneration of this area. The eastern end of the town centre, which is centred on the Broadway, accommodates the major public transport interchange as well as major cultural facilities such as the Lyric and Hammersmith Apollo, and is characterised by larger scale commercial buildings. The western end of the town centre comprises a range of local authority / civic functions.

3.55 The focus of this part of the town centre is the listed Town Hall which is currently obscured from view by the uncompromising architecture of the Town Hall extension. The opportunity exists to give the listed Town Hall a better presence and to create a high quality civic campus and new public space as outlined in the Core Strategy.

3.56 The town centre lies in close proximity to the riverside. However the two remain disconnected due to the severance caused by the A4. The application site lies at the closest point of town centre to the riverside, and the opportunity exists to enhance this connection.

3.57 In summary, it is considered that regeneration objectives for this part of the town centre are clear. The urban design and conservation aspects of the proposed scheme need to be tested against the London Plan, the Councils UDP and Core Strategy as well as National guidance in PPS1 and PPS5

Hammersmith Town Hall

3.58 The listed Grade II Town Hall lies at the heart of the scheme. It dates from 1938-9 and was designed by Ernest Berry Webber. It replaced an earlier Town Hall in Hammersmith Broadway which was constructed in 1897. After forty years in the Hammersmith Broadway building, the local authority had outgrown the premises and moved to the current site. The Council, again in search of expansion space, built the extension on the Town Hall square in 1971. The pattern of the Council reviewing its accommodation needs is repeated again after another forty years, by virtue of these current applications.

3.59 The listing description for the Town Hall describes the building as a fine example of an inter war town hall by one of the specialists in the genre. Little altered, it is a building of bold presence which contains a sequence of fine interiors. There can be no dispute that internally, the town hall remains remarkably intact.

3.60 It is the setting of Town Hall that has become much altered over the years. It appears to have been designed as a stand-alone rectangular building with two principal elevations facing towards King Street and the riverside. Although set back from King Street, the formal space laid to the frontage increased the sense of grandeur and presence of the Town Hall in the street scene. The Town Hall extension was built on this space, which visually detached the listed Town Hall from King Street. A series of access stairs crudely attached to the main façade has eroded the architectural quality of the main facade of the listed building.

3.61 The design for the southern elevation would have not been mindful of the traffic route which aligned the building some twenty years later. The new road (the A4) detached the Town Hall from the Gardens and the riverside. The increase in the amount of traffic and faster speeds has increased the severance. Landscape measures have been introduced in Furnivall Gardens to offset the visual and acoustic impact of the volumes of traffic on the open space. These works have served to further detach the Town Hall from the open space and riverside.

3.62 The setting of the Town Hall at present bears little relationship to its original design concept, which saw it interacting with the riverside to the south and high street to the north. An opportunity exists to restore some of the original plan and provide greater connectivity which would allow greater presence of the Town Hall in the townscape of this part of the town centre.

Townscape Context

3.63 The immediate townscape context of the site changed significantly in a twenty year period following the Second World War. Furnivall Gardens was laid out in 1951. The A4 opened in 1957, followed four years later by the flyover. The Town Hall

extension was built on the King Street frontage in 1971. The setting of the Town Hall, other listed buildings, buildings of merit and conservation areas in the area have been significantly affected by incremental change.

3.64 The existing surface car park at the southern end of Nigel Playfair Avenue presents a poor visual aspect to the local townscape and is a poor neighbour to the Town Hall.

3.65 The A4 prevents direct access to and from the riverside. The town centre is linked to the riverside in an unsatisfactory manner via an underpass.

3.66 The application site has a generally low open aspect to south across Furnivall Gardens and the riverside. Any development on the site will be visible as a backdrop to the setting of the Mall conservation area. It would be a question of assessing impact of the proposed heights and massing of the scheme on views.

Planning Policy Statement 5

3.67 The full range of design and conservation policies and guidance as outlined earlier in this report have been used in assessing this application. The site lies partly within a conservation areas, involves the redevelopment of buildings and affects the setting of listed buildings. It is therefore appropriate to commence with an analysis of the existing context as outlined in PPS5.

3.68 The Statement introduced the term 'heritage assets' which covers both designated and non designated historic buildings and areas. PPS5 also introduced the concept of 'significance' which recognises that not all designated assets are of equal significance and that some are more capable of accommodating change. It places the onus on the applicant to submit report on significance and impact on asset and setting. The applicants have submitted a full Heritage Statement to cover these issues in their application.

3.69 The general presumption in the Guidance remains against the loss of Heritage Assets. However, PPS5, like its predecessor PPG15, recognises that change can be beneficial to the area if it sustains or enhances the significance of a heritage asset and supports its long term conservation, and if it 'better reveals the significance of the heritage asset and therefore enhances our enjoyment of it and the sense of place'.

3.70 With the current proposal, the setting of the frontage of the listed Town Hall is restored, thereby 'better revealing its significance' and the surface car park site is brought back into use. There are also public benefits arising from the proposed residential and retail use, and the proposed pedestrian link from the town centre to the riverside.

3.71 The Practice Guide which accompanies PPS5 suggests that where an asset has been compromised by inappropriate changes within its setting in the past it may be possible to enhance the setting by reversing the changes. The current proposal aims to reverse the damage caused by the Town Hall extension by replacing it with a new public square to restore a sense of presence to the Town Hall.

3.72 The main issues surrounding heritage assets affected by the proposal are addressed in the applicant's submission. The urban design and conservation considerations of this report address the acceptability of the proposed demolitions both

within and outside of the conservation area, and the impact of the proposal on the surrounding historic environment.

Demolition of buildings in a Conservation Area

3.73 Any evaluation of proposals for demolition in conservation areas should be mindful of the reasons for designation, namely that it is the quality and interest of areas rather than specific buildings which should be the prime consideration in identifying conservation areas. It is therefore important that any evaluation addresses the significance of the asset under scrutiny, and whether it makes a positive contribution to the quality and interest of the area.

3.74 In order to help local authorities assess the significance of unlisted buildings in a conservation area, English Heritage have compiled a list of ten questions to answer in order to make the judgement. The questions cover matters of historical association, architect, age, style and function. Of these, the most relevant to the application are:-

- Has it qualities of age, style, materials which reflect those at least a substantial number of the buildings in the conservation area?
- Does it relate by age, materials or in any other historically significant way to adjacent listed buildings and contribute positively to its setting

3.75 The unlisted buildings in the King Street conservation area proposed for demolition are the Town Hall extension and no.181- 187 King Street.

3.76 The Town Hall extension is referred to in the list description for the Town Hall as being of no special interest. When analysing the building in its immediate context, its impact is more negative than the description implies. The Town Hall extension detracts significantly from the setting of the Grade II Town Hall. It severs the Town Hall from King Street and erodes the setting for the front elevation of the Town Hall. It largely obscures the front elevation to an extent where it is difficult to appreciate the triple height entrance hall from any viewpoint. The extension also detracts from the street scene and King Street conservation area and is overbearing in terms of its architectural expression and the scale of its architectural elements such as the external columns which run up through the full height of the building. The large undercroft area is not characteristic of the area, nor does it contribute positively to the appearance of the street scene.

3.77 No. 181-7 King Street is a 3 -storey post-war building of no particular architectural merit. It is a post war building which consolidated four individual plots thereby destroying the rhythm of street frontages along this part of King Street. A pattern which has been repeated on several sites along the street. The replacement of this building with a high quality building which makes greater contribution to the street scene and conservation area and which better reveals the significance of the Town Hall as a heritage asset, would be appropriate.

3.78 It is concluded that neither of these buildings are particularly characteristic of, nor make a positive contribution to, the conservation area. The demolition of these buildings would be acceptable if the proposal for their replacement meets policy objectives.

Demolition of buildings of merit

3.79 The proposed scheme also includes the demolition of two non-designated heritage assets which are locally designated as Buildings of Merit. PPS5 Guidance and local UDP policy EN6 are applicable in consideration of the proposed loss of these buildings.

The general presumption is for the retention of these buildings. However, the significance of the buildings should form part of the judgement. PPS5 suggests that the greater the significance of the asset, the greater the presumption in favour of its preservation.

3.80 UDP policy EN6 requires the retention of Buildings of Merit unless the fabric is beyond repair or cannot reasonably be adapted or where the proposed replacement would bring substantial benefits to the community which would decisively outweigh the loss. Where the loss of non-designated heritage assets is considered acceptable, both PPS5 and UDP policy EN6 require the buildings to be fully recorded.

3.81 The two Buildings of Merit proposed for demolition are:

- Cineworld Cinema in King Street and,
- Cromwell Mansions in King Street

They both lie outside of a conservation area, but are bounded to the north by the Ravenscourt and Starch Green conservation area.

3.82 The Cineworld cinema opened in 1936. The main building is red brick and plain, with its detail concentrated at the corner entrance. The curved façade is an example of art-deco. Externally the building remains largely intact; however, internally the cinema has been subject of much alteration. The original volume of the auditorium has been subdivided. The entrance foyer is the only internal space to retain its scale.

3.83 None of original seating and lighting, which are usually important architectural features of cinemas, remains, and very little decorative treatment survives. The Cinema was rejected for listing in 2008. The decision letter concluded that the site of the cinema is of limited historic interest as the 1936 cinema replaces but does not incorporate remains of the early blue hall cinematograph built in 1912 on the same site. Cineworld is of reduced architectural interest compared with better surviving examples of the type because of alterations and loss of interior fittings.

3.84 Cromwell Mansions dates from 1900. It is a four storey decorative red-brick building with stone dressings. The ground floor retains most of its cornice and corbel brackets but has a variation of shop fronts which are largely inappropriate in terms of their design. The most striking feature of the façade is the Art- Nouveau design to the central entrance to the residential units on the upper floors.

3.85 In terms of significance, both buildings are designated as Buildings of Merit. The Cinema has been rejected from attaining any greater significance through statutory listing. Similarly it would be unlikely for Cromwell Mansions to attain any greater significance through listing. The presumption for retention needs to be proportionate to their significance, and it is concluded that their loss could be justified if it was considered to be outweighed by the merits of the proposed development.

3.86 In this instance, following consideration of the guidance in PPS5 and UDP policy EN6, it is considered that unlike earlier proposals, the loss of the buildings of merit is outweighed by the regeneration benefits that the proposal will bring. It is worthy of note, that since the previously refused applications, the Cineworld has been rejected for listing.

Demolition of other buildings on the site

3.87 The scheme proposes demolition of other buildings on the site which are neither within a conservation area nor heritage assets. These are the mansion blocks on the eastern side of Cromwell Avenue, and the Register Office and Friends Meeting House in Nigel Playfair Avenue. The demolition of these buildings has been examined against the merits of the proposed scheme and is considered to be acceptable.

Listed Buildings adjacent to the site

3.88 The proposed development will affect the setting of heritage assets close by. Listed buildings close to the application site boundary are the Salutation public house in King Street and Sussex House. The potential impact on these buildings and other heritage assets are considered as part of the analysis of the proposed scheme.

Proposal development

3.89 The proposed design has been assessed against the relevant national guidance and regional and local policies. In order to meet these policies, the proposed design must be of an appropriate scale and height such that it does not have a detrimental impact on key views and the setting of heritage assets. It needs to be of an appropriate form and high quality design to develop a sense of place. It needs to be permeable and provide connectivity to link the development area to adjoining pieces of townscape.

3.90 It would be appropriate for the development to adopt an urban character and suitable metropolitan scale in order to achieve the regeneration objectives of creating a civic landmark at this end of King Street, and to be in keeping with the character of the area.

3.91 PPS1 states that planning authorities should plan positively for the achievement of high quality and inclusive design for all development, including individual buildings public and private spaces and wider area development schemes. Good design should contribute positively to making places better for people. Design which is inappropriate in its context or which fails to take the opportunities available for improving the character and quality of an area and the way it functions should not be accepted.

3.92 The London Plan policy 7.8 states that new development should be of a proportion, composition, scale and orientation that enhances, activates and appropriately defines the public realm, and that it should comprise details and materials that complement not necessarily replicate the local architectural character, and optimise the potential of sites. The Councils Core Strategy and UDP policies EN2 and EN8 are particularly relevant to the assessment of the design.

3.93 Each of the principal elements of the scheme is assessed in greater detail in the following paragraphs.

a) Proposed square and ceremonial steps

The scheme focuses on the provision of a new Civic Square. The proposed public space would reconnect the Town Hall with King Street and will enable the north elevation of the Town Hall to be read in a manner close to the original. The proposed space would be flexible and could host events. The design incorporates fixed areas of informal seating and both hard and soft landscaping. The ground floor frontages of the proposed buildings addressing the square would be active, containing retail uses which would animate the space.

A ramped walkway would align the western side of the space, passing along the western elevation of the Town Hall to a new bridge over the A4, thereby connecting to Furnivall Gardens and the riverside. Raised areas of landscaping are proposed on the eastern side of the square reflect the arrangement on the western side and would achieve a sense of symmetry.

The proposed square would allow the terrace of properties on the northern side of King Street to participate in the enclosure of the space. The terrace includes the listed Salutation PH. The setting of this listed building would be improved with the removal of the existing town hall extension and its replacement with the new public space. The inclusion of a new public space in the plan would contribute greatly to the process of place shaping and would be firmly based in the regeneration objectives for the town hall and its surroundings.

The proposal includes the reinstatement of steps to the Town Hall which would allow for connection to the original entrance. The northern elevation of the Town Hall would be read in a manner similar to that originally intended. The concept of the original arrangement would be recreated. The steps could also be functional in that they could be used as informal seating for people enjoying the new square whilst a ramp on the western side of the steps would allow for wheelchair access up to principal level of town hall and to viewing positions that have been designed for wheelchair users and companions to attend events on the square.

The proposed Civic square and steps would, in PPS5 terms, 'better reveal' the heritage asset and would be a considerable enhancement to the listed building, conservation area, and this part of King Street. As well as the cosmetic benefits, they would also be functional and contribute positively to the wider use of the newly formed square.

b) Proposed walkway and bridge link

The London Plan contains an overarching design policy on place making and refers to the design of new buildings and the space they create should help enhance the character legibility permeability and accessibility of the neighbourhood. The Councils Core Strategy in outlining objectives for Hammersmith Town Centre states that opportunities will be taken to continually improve the environment and public realm and to improve access between the town centre and the Thames.

The proposed scheme aims to fulfil these objectives with a new route linking King Street via the new square and over the A4 to Furnivall Gardens and the riverside. The route would take the form of a continuous curve as a simple coherent connection from the new Square to Furnivall Gardens. It would be raised and would afford elevated views of both the Town Hall and the riverside. Its curved form would mean that it would be deferential to the listed building, curving away from the western elevation of the Town Hall. The walkway would be positioned at a distance of 6m from elevation of Town Hall which would maintain views of the full façade and would allow sufficient breathing space between the two elevations either side of the walkway.

A discrete link is proposed from the walkway to the listed Town Hall. The link is relatively narrow thereby minimising impact on the built fabric of the Town Hall.

The proposal would involve the removal of a short section of existing brickwork balcony and its likely replacement with a metal work gate which could utilise design details found elsewhere on the Town Hall building.

The bridge link over the A4 is considered to be an elegant, clean structure with its visual interest derived from the curving lines of the elements and in the composition of the materials. It would be a high quality slender modern insertion into the townscape. The design of the bridge is aimed at maximising views of users of the link to the Town Hall, Furnivall Gardens and the riverside, whilst minimising visibility of traffic on the A4. The bridge would be the end piece of a direct and user-friendly link from the town centre to the riverside, and would be a major improvement on the existing subway route both functionally and aesthetically.

The proposed bridge would curve away from the listed Sussex House as soon as it reaches the southern side of the road to link via a ramp into Furnivall Gardens. The impact of the bridge on the setting of Sussex House has been assessed by officers and it is considered that the revised alignment satisfactorily addresses concerns in respect of the original design in terms of impact on the setting of the listed building.

The setting of Sussex House has changed significantly since it was first built on undeveloped land on the riverside. Later, it formed part of a series of buildings close to the mouth of Hammersmith Creek when the Creek had a predominantly industrial character and setting. Its context post war is markedly different with the introduction of the A4 route and the development of Furnivall Gardens. It is considered that the new footbridge link forms a welcome addition to the new context without significantly harming the current setting of the listed building. The bridge would be orientated away from Sussex House at a distance of some 21 metres.

In order to accommodate the connection into the open space, the gardens will be banked in the north west corner to receive the ramped access which is kept as close as possible to the northern boundary of the space thereby minimising the area required for the design. The proposed design is successful in integrating the route into the fabric of the gardens by providing a seamless transition with the existing layout. The proposed soft landscape banking would obscure views of the A4 and would function as an acoustic barrier. Views of the Town Hall from the Gardens that may be partially lost would be offset to some extent by the views afforded to those using the bridge link.

Various design options were tested for the link. CABE Design Review and the Councils Design Review Panel considered that the route should be strengthened and widened. A widening of the route would have brought it closer to the Town Hall and Sussex House and would have involved greater land take in Furnivall Gardens. However, it is considered that the route has been strengthened with the revised curved form now proposed which manifests itself in the revised alignments of the adjoining facades along its route. The curve has the added benefit of directing views to Furnivall Gardens and Hammersmith Bridge upon arrival in the open space, rather than back to Sussex House.

The proposed bridge link would meet the aspirations of national design guidance and London Plan policy for enhanced permeability and connectivity. It would meet an objective of the Councils Core Strategy by improving access between the town centre and the riverside. The proposed bridge would be an elegant, well-composed design which due to its curved alignment would be deferential to both listed buildings; the Town Hall and Sussex House.

c) Proposed new civic offices

The proposed civic accommodation would be relocated so it would be alongside the existing listed building rather than in front of it. The new offices would be a distinct and separate building with minimal connection to the listed building. The built fabric of the listed building would remain unaffected by this proposal apart from two discrete connections at ground and first floor level. The link at ground floor level would be via a glazed connection which would be detailed to have minimal impact on the masonry of the listed façade (Condition 8). The glazed nature of the connection would mean that it would be clearly legible as a new, subservient addition and would allow the composition of the listed façade to be read. It would enter the Town Hall through an existing opening. At first floor the connection would be made through an existing opening.

The new Civic accommodation building would be accessed from the new public space via the walkway thereby ensuring a constant flow of activity during the day through the public realm. The alignment at the base of the front elevation would adopt the curve of the proposed walkway and in this respect would unify the buildings and public realm. It would be six storeys in height which would make it slightly taller than the Town Hall but lower than the existing Town Hall extension. The height of the civic accommodation has been reduced from the earlier submitted scheme. The scale of the current proposal would have a better relationship to the Town Hall when viewed across the new public space. The façade would be composed of a repeating rhythm of clear and translucent glass panels and would provide a deferential and sympathetic neighbour to the main Town Hall. It would be set at approximately 10 metres from the western elevation of the Town Hall and this distance would vary due to the curved nature of the alignment.

A key element of this proposal is that it would allow for the consolidation of the local authority function with the proposed new building sitting alongside existing Town Hall. It would compliment it, connect to it [in a discrete manner], but would not challenge it or obscure it. The proposal should safeguard the future of the listed Town Hall as a civic centre for the purpose for which it was constructed.

King Street frontage

3.94 Two similar buildings are proposed to address the King Street frontage and provide flanking elements to the new square. The proposed consistency of design would create a gateway to the square and focus attention on the newly revealed front elevation to the Town Hall. The buildings would define the square, providing a strong definition to the corners. The frontage buildings would respond more closely to the architecture of the Town Hall using brick as a contextual material and using a colour which can be found in the tonal range used on the Town Hall.

3.95 The buildings would be restrained in their architectural expression with depth to the façade achieved by partially recessed balconies with aluminium balustrades.

3.96 The residential blocks would be nine storeys in height with retail on the ground floor and the top two floors set back from the frontage. The proposed buildings would be of a similar height to the existing town hall extension building on the frontage. Whilst these buildings would be taller than their immediate neighbours in King Street, they would be of a similar scale to the eastern end of the Town centre and would follow a pattern of taller buildings occurring at intervals within a relatively consistent scale along the King Street frontages to the west - such as Vencourt House (14 floors), Standish House (8 floors) and Kings Court at numbers 296-306 (9 floors). As part of the overall regeneration scheme, it is considered that the scale of these important buildings is appropriate.

3.97 It is concluded that the proposed King Street frontage buildings would enhance the townscape of this part of conservation area by providing an appropriate gateway to the new public space and listed Town Hall create new piece of streetscape.

Tall Buildings

3.98 The earlier competition proposals for the site contained two buildings of twelve storeys at the northern and southern ends of the site which were designed to act as taller elements and points of emphasis in the overall composition of the regeneration scheme. They were positioned to allow maximum penetration of light into the new square. Whilst their heights have changed during the development of the design, this report has applied the guidance and policies associated with tall buildings to them.

3.99 London Plan Policy 7.7 requires tall buildings to relate well to the form and composition of surrounding buildings and public realm. The Plan also suggests that individually or as a group, tall buildings can improve the legibility of an area by emphasising a point of civic or visual significance where appropriate and enhance the skyline and image of London. It recognises that tall buildings can make a significant contribution to local regeneration, but that they should not have a harmful impact on local views and in sensitive locations such as conservation areas and settings of listed buildings.

3.100 The English Heritage / CABI guidance on Tall buildings discusses the pros and cons associated with taller buildings. It identifies the advantages that they can have in terms of making a positive contribution to the image and identity of areas and serving as landmarks in regeneration areas and stimulating further investment. It stresses high quality with good public realm. It also requires the impact on conservation areas and listed buildings and their settings to be fully addressed.

3.101 The Council's Core Strategy suggests that Hammersmith Town centre would be appropriate for tall buildings but that not all parts could accommodate tall buildings. It is considered appropriate that the taller buildings should be restricted to areas of visual or civic significance.

3.102 The regeneration of this part of the town centre is based on the enhancement to the frontage of the listed building, its continued use as a Town Hall, and the new public square and the link from the Town Hall piazza to the riverside. It is therefore considered that the application site is a 'point of civic significance' and the principal of locating a tall building in this development is accepted both in functional terms. It is also accepted that there is a datum of tall buildings in the wider context of the town centre of between ten and fifteen storeys.

3.103 The acceptability of the proposed taller buildings then needs to be judged on the impact that the proposed tall buildings would have on views from the local townscape and the impact on the setting of the surrounding heritage assets. The Councils background paper on Tall Buildings refers to the need to safeguard heritage assets. It goes on to say that the impact of any tall building can only be determined through a considered analysis of photomontages and 3d studies. The applicants have submitted a series of studies which enable this assessment to be made.

3.104 The development will be visible from the surrounding townscape. The most prominent view of the development and arguably the most sensitive is from the riverside due to its open aspect, the presence of Furnivall Gardens and the benefit of additional elevated viewing points such as Hammersmith Bridge. These are views that are highlighted in UDP policy EN31 as being worthy of particular consideration.

3.105 Upon consideration of these views and following responses from the GLA and local residents groups, the scale and massing of the earlier proposal was reconsidered. In certain views, but particularly from Hammersmith Bridge, the massing of the two buildings began to conjoin creating one larger mass on the skyline. Other comments received at the time from bodies such as CABE's Design Review suggested a greater differentiation in the height of the taller elements would be preferable and that the northern tall building could be higher.

3.106 The analysis and comments received lead to reconsideration and the current proposal where the heights have been differentiated but with the southern block being reduced by four floors. Both have slimmer footprints and recessed upper levels to retain a vertical proportion and to avoid the conjoining effect. The shape of the floor plate has also been revised and adopts a parallelogram form which is directional towards Hammersmith Bridge. The revisions have been tested once again in the full range of photomontage studies. Earlier concerns have been overcome and the proposal is now considered to be acceptable.

3.107 The elevations to the buildings have been refined and would use a combination of faceted and flush glass to add variation and interest to the façade with recessed floors at the upper levels more simply detailed to create a clearly defined top to the building. The elevations would retain the layered concept using timber on the inner layer to adding warmth and texture to the glazed façades.

3.108 The proposed development will be visible and will have an impact on views from the bridge and riverside creating a new backdrop to Furnivall Gardens and the riverside it is considered that the impact is not one of significant harm, but one that would contribute in a positive way to the skyline of this part of Hammersmith.

Views

3.109 The photomontage studies submitted by the applicant are from publicly accessible viewpoints around the site where the new development would be seen in its townscape context. All views tested are either from, or views to conservation areas and include studies which enable an assessment to be made of the impact of the proposed development on the setting of listed buildings and non-designated heritage assets.

3.110 The recent English Heritage publication 'The Setting of Heritage Assets' - October 2011, provides a definition of, and key concepts associated with setting. It notes that

setting is not a heritage asset but can contribute to the significance of heritage assets. The document acknowledges that the protection of the setting of heritage assets need not prevent change. What are important are the recognition of, and the response to setting of heritage assets. The document goes on to note that where the significance of a heritage asset has been compromised in the past by unsympathetic development affecting its setting, consideration needs to be given to whether additional change will further detract from or can enhance the significance of the asset.

3.111 On some of the images, wire lines have been used, where the degree of visibility or impact on the skyline is the most important part of the assessment. However, most of the studies are fully rendered representations of the proposed scheme which indicate the development and the design of the facades in its urban context.

3.112 The applicants have used the agreed method of assessment and have addressed the significance of impact in each of the views. English Heritage in their document – ‘Seeing History in the View’ [May 2011] state that views are often kinetic in nature and may change as the observer moves around the viewing place. Officers have assessed all of the submitted views on site and have paid regard to how the impact would change as the viewpoint is varied within each area.

3.113 Officer’s assessment of the submitted views where the impact is defined as significant are outlined below (It should be noted that officers have considered all views when making their recommendations):

a) View One - Chiswick Wharf

The viewpoint represents a location furthest to the west on the riverside where the scheme would have an appreciable impact. The riverside buildings in the Mall Conservation Area and their consistent scale and height remain clearly defined. It is apparent in the view of the existing situation that the building mass increases away from the riverside as evidenced by rooftops appearing over the general scale on the riverside. The proposed scheme would appear in this view in a similar manner and follow the pattern of increased massing as the townscape moves away from the riverside. The taller elements of the proposed scheme break the skyline silhouette in much the same way as the existing taller buildings such as Vencourt House and the taller buildings defining the western part of the town centre. In design terms the proposed development appears as a well composed group which would act as both a landmark for civic centre of the borough and as a focus in this particular view. The taller buildings proposed would be of a similar order to the others on the skyline in this view, but would appear in a more co-ordinated setting provided by the massing and composition of the other new buildings in the scheme.

b) View Two - North Riverbank

This view is located to the east of Hammersmith Bridge and taken from the riverside walk. In a similar manner to viewpoint one, the relationship of the new buildings with Hammersmith Bridge and the riverside buildings in the Mall conservation area will vary as the viewpoint travels along the riverside walk. As the viewpoint moves closer to the bridge the site and the proposed buildings would recede from view. Moving further south, the heights would be less dominant, but the taller elements would move away from the northern bastion to the centre of the bridge. In this view the current Town Hall extension is not visible. It is therefore concluded that the proposed King Street buildings would not be apparent. The

main impact is from the northern and southern taller buildings where they appear in the backdrop to the riverside buildings which remain a strong townscape feature in the view. The northern building which is the tallest of the proposed buildings is lower than the finials on the bastion of the bridge. The importance of treating the tops of the buildings differently by introducing a lightweight treatment reduces the impact of the upper levels to some degree in these mid and long distance views. It is considered that the impact of the proposed development in this view on the setting of the bridge and the view from Fulham Reach conservation area, and the view to the Mall conservation area is not unduly harmful.

c) View Three - Hammersmith Bridge

The elevated viewpoint from the bridge is probably the most significant as it is the viewpoint where most of the development can be seen. Again the relationships will vary as one crosses the bridge. Here the brick elements of the proposed buildings relate to the existing Town Hall and read as a similar scale to the riverside buildings in the foreground, the townscape in this area, and the general roofline of the riverside in this view. The skyline silhouette is not broken to any significant degree by the proposed brick clad buildings. The northern and southern buildings rise above this datum but are clearly detached and set behind the riverside setting and form an integral part of the composition of the scheme - one of varying heights and a balance of horizontal and vertical architectural expressions. The ordered composition respects this view and would meet the regeneration objectives of providing a recognisable landmark at a point of civic significance.

d) View Five - Furnivall Gardens

This view is from one of the few areas of Furnivall Gardens where the scheme will have an impact. The southernmost block takes the scale of the Town Hall and assists in framing the elevation of the listed building. The proposed use of brick harmonises with the Town Hall and Riverside Gardens residential estate. The proposed southern building is set back and rises above the datum of the A4 frontage but is not considered to detract from the setting of the Town Hall. The proposed ramp has its greatest impact in this view. It would obstruct the view of the façade of the Town Hall from this particular view. The submitted study does not show impact of trees in full leaf in the current view so it is difficult to evaluate how much of the view is lost. However it is considered that the loss would be negligible and would need to be balanced with the benefits of screening the A4 from the open space. The image shows that the ramp from the footbridge would be treated as an integral part of the Gardens. The study shows that there would be significant change from this viewpoint. That change is not considered to be harmful. With high quality design to the buildings, footbridge and landscaping to the gardens, the scheme would make a positive contribution to the view.

d) View Nine - Great West Road south side

The southern block of the south residential building provides a strong definition for the setting of Town Hall which is currently poorly defined by the car park. The Town Hall remains dominant in the view despite the greater scale of the proposed southern building. The new building would be clad in a complimentary brick colour to be sympathetic neighbour to the Town Hall. The proposed footbridge impacts on this view. It is considered that the curving, slender geometry of the bridge does not detract but enhances this view, and is seen to repair the severance caused by the carriageway.

e) View Eleven - King Street

Views of the site from the southern side of King Street are limited. From the northern side, view 11 is representative of the impact of the proposed scheme. The King Street frontage buildings are of a similar scale to the existing Town Hall extension but cover a greater length. The proposed buildings flanking in the proposed square are faced in brick with punched windows and are therefore more in keeping with the form and proportion of the existing buildings along this part of King Street. The proposed buildings have a strong corner definition which announces the presence of the new public square. This is signalled by the gap between the two buildings which is much greater than those of the side roads leading off King Street. Views of the new civic square and indeed the Town Hall will reveal themselves as the view point moves closer to the site. [see View 21].

f) View Thirteen - Great West Road looking West

The southern building forms the backdrop to the south elevation of the Town Hall from this viewpoint. It holds the Town Hall in this composition providing a strong street edge. The taller element of the southern block is visible over the Town Hall to an insignificant degree. However, as this view point moves east the taller element would be more visible and the south building less visible. This would be balanced by the fact the visibility of the Town Hall itself also recedes. The footbridge would be seen crossing the route its impact minimised by its design and detailing. In this view the setting of the Town Hall would be preserved and enhanced by the introduction of both the southern building and the footbridge.

g) View Eighteen - Ravenscourt Park Station

The view is from an elevated position outside of a conservation area looking towards the site. In this view the composition of the upper levels of the development only are evident. The proposed grouping would be seen to balance the tall buildings in the eastern part of the town centre and clearly mark the town hall campus providing a point of orientation for those arriving by underground.

h) View Twenty One - King Street north side

This view shows a significant enhancement to the streetscape and the setting of the Town Hall with the removal of the Town Hall extension. The new public space and flanking brick elevations of the proposed King Street frontage buildings are focussed on the newly revealed façade to the Town Hall. The proposed design of the space reflects the symmetrical composition of the façade.

i) Views Twenty Two, Twenty Three, & Twenty Four - South Bank Thames Path

These viewpoints are from the south bank and demonstrate the changing relationship of the buildings as the viewpoints move along the riverside walk. The viewpoints generally show the considered composition and variation in heights and massing of the proposed buildings on the site. The lower brick elements and articulated facades are seen to compliment the Town Hall and the wider setting. The views demonstrate the considerable distance that the taller elements are set back from the riverside. As a result, the taller buildings would not detract from or cause undue harm to these views. The views from the south bank are as close to a 'true' south elevation of the development as possible and the benefits of the removal of the Town Hall extension directly which currently sits on the axis of the listed building, is apparent. Views 23 & 24 show the strength and quality of the

riverside buildings in the conservation area and whilst the new buildings would appear in the backdrop, the impact is not considered to be harmful.

j) View Twenty Five - King Street near Rivercourt Road

The proposed King Street frontage would be of a similar scale to the Town Hall extension but due to the proposed materials, architectural design and modelling would have a greater affinity to the surrounding townscape context. They would mark the main frontage to the new development. It is in this view that the tallest building on the site would be most dominant. It would be set back from the frontage which is held by the lower brick building. It therefore appears in the backdrop of the main frontage and is not considered to have a harmful impact on the streetscape and setting of heritage assets including the Rivercourt Methodist Church. On this facade the taller building is strongly vertical in emphasis as expressed by stacked balconies and the vertical glazed bay. The interesting parallelogram form to this building would mean that its contribution to the streetscape would change as the viewpoint is moved around in this part of the street.

k) View Twenty Six

The proposed residential units provide a consistent elevation to address the street. Whilst the scale of the street would be replicated, the architectural expression would be of a more modern idiom. The taller element of the northern building is hidden in this view behind the avenue of mature trees in the centre of the street. The architecture of the proposed street frontage with greater visual interest through the use of materials and design detailing is considered to be an enhancement of the street scene.

Cromwell Avenue

3.114 With regard to the immediate context, the greatest impact, in terms of the increased scale proposed by the scheme, is likely to be in Cromwell Avenue.

3.115 The access to the basement car park would be via Cromwell Avenue. The potential problem of a series of rear and service elevations facing the street which might otherwise have occurred has been addressed by the architects. In order to mitigate the increased scale of the proposal and to retain a sense of 'street', the scheme proposes two short residential terraces which directly address the Avenue and help to reinstate a street frontage. The scheme allows for the retention of the significant avenue of trees in the centre of the street which would also help to retain a street character and provide a screen and foil to the new buildings.

Previous scheme on site

3.116 As outlined in the planning history section, there are two recent planning applications for part of the application site which had design and conservation implications.

3.117 With regards to the proposal which retained the existing Cinema building and proposed refurbishment with an alternative use and relatively minor alterations, there were limited design issues raised. Design was not an issue in the Reasons for Refusal.

3.118 The second scheme which included the redevelopment of the Cineworld Cinema site was refused permission for a number of reasons including design. The new building would have adjoined a retained Cromwell Mansions and would have sat alongside the

Town Hall extension. It was considered that the criteria for demolishing the Building of Merit were not met. There were no wider benefits of the proposal which would have offset the loss of the building. Furthermore it was considered that the proposed scheme lacked architectural merit and quality. The GLA whilst not particularly concerned with the height and scale of the proposal, found the scheme 'generic and uninspired' and considered that it 'fails to create a distinctive corner' with a 'heavy use of terracotta'.

3.119 It is also noted that these proposals involved the refurbishment and redevelopment of a single building. The current scheme covers a wider site area and its immediate townscape context is therefore different in terms of the buildings it adjoins. The application proposal is aimed at the wider regeneration of the area, and needs to be judged in this context.

Landscaping/Trees

3.120 Policy 7.18 of the London Plan recognises, the importance of protecting local open space. Furnivall Gardens is designated as a Grade II Site of Borough Importance in Nature Conservation terms. UDP Policy EN22 provides guidance on development on public open space and other green open space of borough wide importance. Development would not be permitted unless it can be shown that such development would preserve or enhance its open character, its function as a sport leisure or recreational resource; and its contribution to biodiversity and visual amenity. Importantly, paragraph 4.133 states that the policy does not preclude development in open space altogether, advising that proposals must demonstrate, and the Council must be satisfied, that the development would increase the value of the open space in terms of amenity for the local community and in terms of biodiversity. Policy OS1 of the Core Strategy seeks to improve provision and access to parks and open spaces.

3.121 Notwithstanding the relatively limited incursion into Furnivall Gardens of the works, the proposed new access would make the open space more accessible to a wider range of the community, achieving the longstanding aim to increase connectivity between King Street and Furnivall Gardens and the River beyond. Therefore it is considered that the value and contribution of the open space would be optimised and integrates well with the new development. In terms of the associated access ramp, it is important to note that this is to be designed in such a way to integrate with the gardens and function as part of the open space by being grassed over, allowing people to sit in the area, thereby retaining its original use as open space. The mounds would also act as an acoustic barrier, reducing noise from the A4, thereby improving the amenity of the gardens. On this basis the scheme is considered to be compliant with the objectives of EN22 and OS1. Biodiversity impacts are considered at paragraph 3.266.

3.122 Policy EN25 seeks the retention of trees on development sites and suitable replacement where removal is considered to be acceptable. Policy EN26 advises that the council will expect developers to plant trees where appropriate, and will itself continue to plant appropriate trees in suitable locations. In order to facilitate the development of the site, the proposal involves the loss of 52 trees in two main areas - the street trees in Nigel Playfair Avenue and the tree screen along the northern boundary of the open space (Furnivall Gardens). As part of the proposals Nigel Playfair Avenue would no longer exist as a traditional street and so the loss of these trees would not be resisted. The trees to be removed in Furnivall Gardens are those where the ramped access is proposed.

3.123 In order to mitigate the loss of trees in these areas, the overall amount of tree planting across the site would increase with the current proposal. 52 trees would be planted within the new Civic Square, adjacent to the Town Hall and within the podium courtyards. 21 additional native trees species consisting of black poplar, crab apple and pear will be planted within Furnivall Gardens (Condition 10).

3.124 It is also noted that one of the options considered in the Landscape Strategy as part of the enhancement works to Furnivall Gardens would be the re-installation of the floral clock which was part of the original design of the Furnivall Gardens. This would be enforced and managed via the section 106 agreement.

Summary

3.125 The scheme represents an opportunity to regenerate the western end of the town centre. There are considerable regeneration benefits arising from the scheme which meet the aims and objectives of the Council's Core Strategy (Policy HTC and HTC1). The urban design and conservation assessment of the proposal has been undertaken against the background of the wider benefits anticipated through the regeneration proposal. Nevertheless, it is acknowledged that this is a significant piece of redevelopment which is not only within a town centre setting but one which affects sensitive heritage assets. The assessment of the impact of the scheme on some of the heritage assets is more straightforward than others. For example the provision of an improved setting to the listed Town Hall reinstating its role addressing King Street and a new public space is clearly an enhancement (Policy HTC1). The acceptability of the demolition of the buildings in the conservation area and the buildings of merit can be determined through a methodical evaluation of their significance and contribution to the townscape (Policy BE1). Whereas the impact on views from the riverside and Hammersmith Bridge requires a more detailed assessment. It is through this analysis that the scheme has been modified and developed. It is acknowledged that impact of the scheme would vary from different viewpoints but on balance it is considered that the proposed scheme has an acceptable impact on the skyline and on the surrounding heritage assets.

3.126 The submitted scheme indicates high quality detailed design of the elevations, the public realm and the elegant well designed footbridge link that would provide increased access to the open space at Furnivall Gardens. This is not a generic design but one which includes some interesting and innovative design details which would assist in the creation of a sense of place.

3.127 The proposals are in line with both national guidance and strategic and local policies on the historic environment and design. The scheme must be assessed in its entirety. It is considered that the benefits to the townscape outweigh the losses. The proposal would add a significant new piece of high quality townscape to the Borough.

HOUSING

3.128 The principle of the residential development has been considered in paragraphs 3.9-3.10.

Density of Development

3.129 Policy 3.4 of the London Plan and Core Strategy Policy H3 seek to ensure that development proposals achieve the optimum density of use compatible with local context, design principles and with public transport capacity. Policy H3 advises that high density housing may be appropriate with high levels of PTAL 4-6, whilst paragraph 7.66

of HTC recognises that very accessible location are 'a good place for higher density flatted accommodation'. Table 3.2 of the London Plan sets out the relevant density ranges. The site has a PTAL of partly 6a and 5 and the setting for the site is regarded as being 'central' given its major town centre location.

3.130 Based on the high PTAL, table 3.2 of the London Plan considers the site to have potential for 215 - 405 units per hectare or 650 - 1100 habitable rooms per hectare, dependent upon the number of habitable rooms per unit. A calculation of habitable rooms based on +1 for one, two, three bed units shows the development to have a density of 361 habitable rooms per hectare (737 hr / 2.04ha) if the scheme were solely residential. Less than half of the 2.04 ha site is proposed for residential development, the rest is proposed to be other uses. Factoring this into the density calculation, the density of the scheme would be approximately 940 hr/ha. A density of approximately 940 hr/ha would be within that considered appropriate for the area, falling comfortably within the specified parameters of Table 3.2 in the London Plan.

Affordable Housing

3.131 PSS3 seeks to encourage schemes with a good mix of housing, creating sustainable and balanced communities. The new London Plan (July 2011) is somewhat different from the outgoing London Plan as it does not specifically prescribe a percentage target for affordable housing on individual schemes, but rather seeks to ensure that an average of 13,200 new affordable homes are built each year across London. This would equate to approximately 40% of the total number of units required under housing targets. This essentially affords Local Authorities greater flexibility in how they secure affordable housing units. Policy 3.9 of the London Plan seeks to achieve mixed and balanced communities, advising that a more balanced mix of tenures should be sought in all parts of London, particularly in some neighbourhoods where social renting predominates.

3.132 Policy 3.11 of the London Plan requires boroughs to 'seek to ensure that 60 per cent of the affordable housing provided is social housing and 40 per cent is intermediate housing'. The second part of the policy 3.11 relates to the establishment of Borough level affordable housing targets through LDF preparation that takes account of a range of considerations that include strategic and local circumstances.

3.133 Policy 3.12 states 'The maximum reasonable amount of affordable housing should be sought when negotiating on individual private residential and mixed use schemes, having regard to a) current and future requirements for affordable housing at local and regional levels identified in line with Policies 3.8 and 3.10 and 3.11; b) affordable housing targets adopted in line with policy 3.11; c) the need to encourage rather than restrain residential development (Policy 3.3); d) the need to promote mixed and balanced communities (Policy 3.9); e) the size and type of affordable housing needed in particular locations; and f) the specific circumstances of individual sites'.

3.134 Importantly, part B of policy 3.12 advises that 'negotiations on sites should take account of their individual circumstances including development viability, the availability of public subsidy, the implications of phased development including provisions for re-appraising the viability of schemes prior to implementation ('contingent obligation'), and other scheme requirements'.

3.135 The Core Strategy (Borough Wide Strategic Policy H2 Affordability) sets a target for 40% of additional dwellings to be affordable, with a preference for intermediate and

affordable rented. It also states that in 'negotiating for affordable housing' the council will take into account: 'financial viability'.

3.136 Under the terms of the policies outlined above, housing developments should usually provide an element of affordable housing, unless it can be demonstrated, taking into account the consideration outlined above that it would not be feasible to do so.

3.137 The planning application was accompanied by a viability appraisal which was then subsequently updated following revisions to the scheme. The viability appraisal prepared by the Applicant is based on an assessment of the developer's return generated by the project, expressed as a percentage return on the overall development costs including estimated land acquisition costs and the cost of providing the public realm improvements and replacement offices for the Council. The results of the appraisal indicate that the scheme does not generate the usual developer's return of 20% on cost, with the scheme achieving a substantially lower return. Therefore, the financial appraisal demonstrates that it is not viable to provide affordable housing in addition to all the other planning benefits that would be delivered with the application proposal.

3.138 The viability report has been independently scrutinised by Lambert Smith Hampton (LSH). Their assessment confirmed that the assumptions and conclusions of the financial model are reasonable. In summary, LSH's conclusions are as follows:

- The Applicant's appraisals have been properly prepared and the principal value and cost data inputs are considered to be reasonable and appropriate having regard to the nature and complexity of the project;
- The value applied to the proposed supermarket element should be lower; and therefore adjusting the appraisal to reflect a reduced value for the supermarket would result in a lower developer's return.
- The project is open to increased cost, principally in the acquisition cost of third party land holdings required for the scheme. This may squeeze the developer's return further;
- On the basis of the scheme as currently proposed there is no financial scope within the appraisal to allow for any provision of affordable housing, nor is there any scope for any increased section 106 contribution.
- The principal reason for the low developer's return is the costs associated with a) the replacement office building for the Council; b) the delivery of the civic square c) landscaping works and finally d) the new footbridge across the A4.

3.139 Through the Core Strategy, the Council has identified that the application site is the only major potential development site at the western end of the town centre and is key to the regeneration of this area (Para 7.75). Therefore, in order to realise the wider regenerative benefits and achieve a suitable mix of uses, a comprehensive redevelopment which involves assembling a sufficiently large site is necessary. The cost associated with site assembly and the provision of other benefits such as opening-up the Grade II Listed Town Hall frontage by demolishing the Town Hall extension, a new public square, replacement council offices, improved links to Furnivall Gardens and the River, provision of housing and a mix of retail units, results in the application proposal being unable to provide any affordable housing.

3.140 It is also noted that the Core Strategy has identified that there are high levels of deprivation in and around Hammersmith Town Centre and less than 15% of the housing

in the town centre is owner occupied. Most is rented (66%) from the council or from housing associations (para 7.54). It is anticipated, that the housing proposed would result in the promotion of mixed and balanced communities which accords with strategic and local policy guidance.

3.141 Having taken into account the conclusions of the viability appraisal, the individual circumstances of the site and the wider planning benefits that the proposal would provide, therefore it is considered that the provision of no affordable housing is in accordance with London Plan policy 3.12 and Core Strategy policy H2. Further, it would not be reasonable to refuse the application on the basis of the lack of affordable housing.

3.142 The redevelopment of the council's civic offices is secured through a development agreement and agreement for lease with the developer.

3.143 Officers have considered whether any potential enhancement in the value of the Council's estate occasioned by the redevelopment might be said potentially to assist in the provision of affordable housing. They have concluded that it would not be appropriate to seek affordable housing on this basis. First, the recently adopted Core Strategy requires the replacement of the office accommodation. Secondly, officers have reviewed the council's accommodation needs and are satisfied that the replacement is appropriate and that the provision is no more than necessary to meet those needs. Therefore, the re-provision satisfies policy HTC1. Thirdly, the provision of the civic accommodation will provide for the administrative services of the borough in the long term. Therefore, any increase in the estate value is notional only in the sense that any such increase will not be realised.

HOUSING MIX

3.144 Policy 3.8 of the London Plan requires new residential development to offer a range of housing choices in terms of the mix of housing sizes and types, taking account of the housing requirements of different groups and the changing roles of different sectors. It also requires that housing be built to lifetime homes standards with ten percent of units designed to be wheelchair accessible or easily adaptable to this standard.

3.145 Policy HO6 of London Borough of Hammersmith and Fulham UDP (as amended 2007) requires new residential development to provide a mixture of units to meet the needs of family and non-family households. As detailed in the application description, the proposed housing mix provides 9 studio apartments, 124 one-bed apartments, 119 two-bed apartments, 16 three-bed apartments and 18 penthouses. 4 three/four-bed townhouse units are also proposed facing Cromwell Avenue. The proposed mix of units, specifically the 157 units providing 2-beds and above, is considered to meet the policy requirement for the provision of a range of unit sizes within the new development as over half the units proposed would be capable of accommodating family households.

3.146 UDP policy HO6 and the Council's adopted supplementary planning document (SPD) 'Access for All' is relevant in consideration of the acceptability of the scheme in terms of disabled access. Policy HO6 states that in developments for 20 or more residential units, permission will only be granted if:

a) 10% of the units are designed to be suitable for occupation by wheelchair users and;

b) A mixture of unit sizes is provided to meet the needs of family and non-family households.

3.147 Of the 290 units proposed across the scheme, 29 residential units are specifically designed to wheelchair accessible standards, with a mix of unit sizes across the tenures. The wheelchair units are to be secured via a condition 51. It is also noted that 10% of residential car spaces are dedicated for wheelchair accessible use and there will be step-free routes to all building entrances and lift access to all apartments and the basement car park.

RESIDENTIAL STANDARDS FOR FUTURE OCCUPIERS

Standard of Accommodation

3.148 Policy 3.5 of the London Plan (2011) requires new residential development to be of the highest quality internally, externally and in relation to their context and wider environment. Table 3.3 to this policy specifies units sizes (expressed as GIA) for new development. Standard S7A of the UDP relates to internal space provisions and requires a minimum size be provided for flats of varying sizes.

3.149 All of the proposed 290 units have been designed to exceed the UDP requirements and to comply with Lifetime Homes principles and London Plan guidance.

3.150 Standard S13.1 seeks to ensure that residential accommodation has sufficient and appropriate outlook. Standard S13.2 of the UDP relates to loss of privacy and states that new windows should normally be positioned so that the distance to any residential windows is not less than 18 metres taken from the centre of the proposed new window. If this standard cannot be met then windows should be designed to ensure that no loss of privacy will occur. Standard S13.3 of the UDP relates to aspect and advises that no dwelling should have all its habitable room windows facing exclusively in any northern direction unless very special circumstances can be shown to exist.

3.151 The proposed residential accommodation would be of a good overall amenity and layout with the main principle habitable rooms generally benefiting from good levels of outlook, privacy and light. With regards to aspect, close to 100% of the units would be dual aspect. There are some properties within the scheme that would be single aspect, however they would not be north facing and therefore would comply with the relevant standard of the UDP.

Amenity Space

3.152 UDP Policy EN23 requires that new development make provision of open space to meet the needs of occupiers and users. Standards S5A.1 and S5A.2 of the UDP require a directly accessible, private amenity area or garden area of no less than 36 sq m for new family dwellings at ground floor level and no less than 14 sq m for new non family dwellings. There are only 4 units at ground floor level (Cromwell Avenue) and these achieve 100% compliance with the standard. Officers have also considered those units which have a courtyard at podium level. Whilst the standard does not apply to these units, 21 (75%) of these units meet the standard in any event.

3.153 The proposed development also includes provision for the creation of 3,137sqm of soft open space and 11,356 sq m of hard open space network (comprising activity streets, squares, parks, play space, landscaped internal courtyards), and 1796sqm of green roofs. It is also noted that Furnivall Gardens would be easily accessible to the

new residents and Ravenscourt Park and St Paul's Green are located less than half a mile away.

3.154 The ES notes that a Public Art Strategy has been developed for the proposed development. It states that the purpose of the public art strategy will be to implement a vision for art and to be used as a base from which to select and commission an artist or artists and generate site specific ideas, to work with local schools and engage with the local community. To ensure that this strategy is implemented, this would be secured and managed by the S.106 agreement.

Children's play area

3.155 Policy 3.6 of the London Plan (2011) requires the provision of play space for children within new residential development commensurate with the child yield of the development. UDP policy EN23B requires residential development that provides family dwellings to incorporate adequate play space provision in accordance with Standard S.7. Core Strategy Policy OS1 seeks children's play provision in new developments. Policy E2 of the draft DM DPD requires onsite provision or an off-site contribution where it cannot be provided.

3.156 On the basis of average household sizes for private accommodation in LBHF, the proposed development could provide accommodation for approximately 480 residents. Of these applying child yield figures for the borough to the development, approximately 38 could be calculated to be children. Applying the benchmark set out in the GLA SPG for Children and Young People's play space standard of 10sqm of play space per child, to the proposed child yield figures in the scheme (38), the proposal would generate a requirement for 390 sq m of play space. Only 230sqm will be required to be doorstep play for 0-4 year olds, however, the proposed layout provides for 570sqm doorstep playable area which exceeds the benchmark standard requirements. Landscaping details will be secured via condition 10.

3.157 However, the Applicants landscape strategy states that due to a number of site constraints it was not feasible to provide dedicated play space for children aged 5 to 10 or 11 to 15 within the site boundary. Given that a safe and improved access to Furnivall Gardens is being provided and Ravenscourt Park is located approx 795m from the application site (and provides facilities for older children, including a skate park, ball courts, adventure playground and seating areas) the scheme is acceptable. Given the increase in the number of children likely to use the surrounding parks, an off-site contribution would be secured in the S.106 agreement towards the improvement of facilities for children in Furnivall Gardens and Ravenscourt Park.

Daylight, Sunlight and Overshadowing

3.158 Policy 7.6 of the London Plan (2011) 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 and wind and microclimate. Policy 7.7 states that 'tall buildings should not affect their surroundings adversely in terms of microclimate, wind turbulence, overshadowing, noise, reflected glare, aviation, navigation and telecommunication interference'. There are no specific policies with regards to daylight, sunlight or overshadowing either within the saved UDP or the Core Strategy.

3.159 The application is supported by a comprehensive daylight, sunlight and overshadowing assessment in the Environment Statement (Chapter 11. This has been

undertaken in line with the guidance provided in the Building Research Establishment (BRE) document entitled 'Site Layout Planning for Daylight and Sunlight' (1991). The assessment considers the potential impacts of the proposed development on daylight, sunlight and overshadowing on existing and neighbouring buildings. In urban and city centre areas, BRE Guidelines advise that the guidance be applied flexibly and there are circumstances that will exist where a greater degree of obstruction to light can on occasion, be acceptable.

3.160 The Vertical Sky Component (VSC), Average Daylight Factor (ADF) and No Sky Line contour (NSL) daylight assessment methods were used to consider the daylight impact of the development on the surrounding area. In line with BRE guidelines, sunlight was measured by calculating the Annual Probable Sunlight Hours (APSH). Surrounding residential properties considered in the analysis include Riverside Gardens, Marryat Court, 19-26 Cromwell Avenue, and 176 to 178 King Street.

3.161 Riverside Gardens: With regards to daylight, VSC results confirm that 65 out of 85 windows tested would satisfy the BRE guidelines in terms of obtaining at least 0.8 times or higher ratio reduction when compared against the existing VSC values. Of these 65 windows that pass, 36 of them would actually experience an improvement on existing conditions due to the removal of the town hall extension. ADF results confirm that 66 of 79 rooms tested would satisfy BRE guidelines for bedrooms/living rooms/kitchens. Only one room would be below the requirement for bedrooms. With regards to NSL, 70 of the 79 experience no change and the remaining 9 satisfy BRE requirements with occupants experiencing no noticeable reduction in light. Sunlight availability has not been checked as under BRE Guidelines, no assessment is necessary where there are no windows facing the site that orientate within 90 degrees of due south.

3.162 Marryat Court: There were no living rooms facing the site and as they look away from the proposal they should be fully compliant with the BRE Guidance. With regards to VSC, 16 out of 18 windows would experience a noticeable reduction. However ADF results show that all bedrooms would satisfy BRE guidelines. NSL results confirm that 2 out of 18 rooms experience a noticeable reduction in daylight. All 18 rooms would receive a good level of sunlight, passing the APSH Sunlight Test.

3.163 19-26 Cromwell Avenue: Similar results to Marryat Court. There were no living rooms facing the site and as they look away from the proposal they should be fully compliant with the BRE Guidance. In terms of VSC, the eight bedrooms would experience a noticeable reduction, however all 8 bedrooms would receive well over the ADF target. 1 bedroom receives a noticeable reduction in terms of NSL targets. APSH sunlight results confirm that 4 out of 8 rooms would meet the 25% APSF, and those that are under the requirement being close to meeting the target, ranging from 21-24%.

3.164 176-178 King Street: In terms of VSC, all windows would experience a noticeable reduction; however the ADF results show that of all the rooms, only two 2nd floor rooms would fall below the requirement for a bedroom. Again this is only marginally so, with the ADF levels at 0.94% (1% for a pass). Two rooms at first floor level meet the requirement for a bedroom but are below 1.5 for a living room (at 1.38% and 1.39%). At 176 King Street the standards have been met for living rooms. APSH sunlight results confirm that all rooms meet BRE guidelines.

Overshadowing

3.165 Overall the areas of the site towards King Street and parts of King Street itself immediately to the north of the site will experience greater levels of sunlight availability. This is due to the removal of the existing town hall extension building and the opening up of the plaza.

3.166 The BRE guidance has been revised since the application has been submitted and one of the main changes is the assessment of the amenity spaces. The criteria now suggests that at least 50% of the amenity space should receive at least two hours of sunlight within the assessment month of the March.

3.167 The application shows that there would be no permanent overshadowing to the public open square, whereas the new criteria shows 80% will receive sunlight. The northern parts of both the proposed courtyards would receive high quality sunlight. The southern part of the proposed courtyards would be affected by the proposed built form, which is no different to the impact experience in the inner court yards of Riverside gardens due to their orientation. The Landscape Strategy has been designed to take into account the effects of the surrounding built form.

Summary

3.168 The proposal would result in a minimal number of properties experiencing an adverse impact in terms of loss of daylight. However, given that the BRE guidance recognises that in urban areas, where taller buildings can be expected, and given it is such a small percentage that would be affected, it would be difficult to justify a refusal on these grounds. Indeed, it is important to give due consideration to the local medium (/high) density context within which the site is located. It is certainly the case that in denser urban environments there will inevitably be some adverse impacts from a development of this scale. Furthermore, within these built up environments the guidelines need to be applied more flexibly. The BRE guidelines state that 'the advice given is not mandatory and this document should not be seen as an instrument of planning policy' although it gives numerical guidelines, these should be 'interpreted flexibly because natural lighting is only one of many factors in site layout design.'

3.169 Overall, the proposed scheme would result in some loss of sunlight and daylight to some surrounding properties, but the vast majority of these reductions would be within acceptable guidelines as set out in BRE guidelines. Although some properties would experience a reduction in light levels, these instances constitute a very small proportion of the overall number of units assessed. Officers would therefore consider, that as a matter of planning judgement, that the wider overall benefits of the scheme would outweigh the significant harmful affects to a minimal number of properties - especially given the need to apply BRE guidelines flexibly in dense urban areas. On balance, it is considered that the proposal would comply with policy requirements in this respect.

Privacy

3.170 As stated above policy S13.2 provides guidance on securing and protecting the privacy of existing and proposed residential units. It advises that windows should not normally be positioned so that the distance to any other residential window is less than 18m. The proposed layout is such that the majority of units would meet this standard. However, it is acknowledged that the distance between the windows in the western elevation of the properties at the south western end of the site would fall short when measured against the properties in Marryat Court. However, this is not considered to

undermine any residential amenity or privacy due to the existing landscaping and trees that provide screening, which are located on the Marryat Court side of the boundary.

3.171 Notwithstanding that this policy deals with window to window distances, the balustrade of proposed footbridge would be approximately 21m to the nearest ground floor window. Therefore, it is not considered that the footbridge would result in any undue overlooking of that property.

TRANSPORT AND HIGHWAYS

3.172 PPG13 expects improved integration between planning and transport and in line with wider sustainable development objectives, promotes accessibility by public transport, walking, cycling instead of the private vehicles.

3.173 The London Plan 2011 contains numerous policies relating to sustainable transport modes, highway safety, traffic congestion and car parking and cycling spaces. The following policies are applicable:

- Policy 6.1 of the London Plan (2011) 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 to a range of public transport services. The policy also provides guidance for the establishment of maximum car and cycle parking standards.
- Policy 6.3 requires applications for new development to detail the impacts on transport capacity and that new development does not compromise highway safety.
- Policy 6.9 seeks to facilitate an increase in cycling in London and requires that new development provides for the needs of cyclists, whilst Policy 6.10 seeks an increase in walking in London through the provision of high quality pedestrian environments.
- Policy 6.11 seeks a coordinated approach to smoothing traffic flow and tackling congestion through a range of sustainable development principles, public transport improvements and corridor management.
- Policy 6.13 outlines an objective for promoting new development while preventing excessive car parking provision, and states that new development should accord with the London Plan car and cycle parking standards. The policy also requires that 20% of car parking spaces provide an electrical charging point and that the delivery and servicing needs be satisfactorily met.

3.174 Policy T1 of the Core Strategy seeks improvement to the opportunities for walking within the Borough and localised highway improvements to reduce north-south congestion in the Borough. It requires that new development secures access for all persons and provides appropriate car parking provision to meet the essential needs of the development without impacting on the quality of the urban environment.

3.175 The justification to policy HTC at paragraph 7.69 states that 'growth in the town centre is not expected to be too constrained by public transport capacity, but major development proposals will be expected to contribute to necessary transport infrastructure improvements and include a package of measures which promote sustainable development, restrain the use of the car and prevent adverse impacts on the surrounding road network. Shopper and visitor car parking will be an important ongoing requirement in the town centre'.

3.176 Paragraph 7.70 advises that in respect of developments located between the town centre and the riverside, any proposals must help improve the pedestrian links between the riverside and the town centre to overcome the barrier effect of the A4 and the flyover.

3.177 Paragraph 7.77 states that 'the provision of new public spaces and greatly improved pedestrian and cycle access to Furnivall Gardens and the riverside will also help to establish this end of the town centre as a destination'.

3.178 Policy TN6 and Standard S20.1 of the UDP requires provision for cyclists.

3.179 Policy TN8 and Policy TN13 of the UDP require that all development proposals be assessed against their contribution to traffic generation and other impacts on congestion, particularly on bus routes and the primary road network, and against the present and potential availability of public transport and its capacity to meet increased demand. Policy TN15 and Standard S18 relate to car parking provision and Table 12.1 sets out maximum car parking standards. Standards S20 (cycle parking) and S22 (vehicular access) are also applicable.

3.180 Given the large area of the application site and the location within a developed area, any form of policy compliant site development could be expected to result in some form of transport impact on the surrounding area. In assessing the transport impacts of this application, consideration must be given to ensuring that a reasonable amount of car parking is provided on this site, which is commensurate with both the needs of the future occupiers and the potential impact on the surrounding road and transport network, and ensuring that the provision of a safe highway environment.

3.181 Policy TN15 of the UDP set out vehicles parking standards which refers to Standard S18 which in turn refers to table 12.1.

3.182 Policy TN21 of the UDP ensure that proposed development will not add to overcrowding on public transport, unless there are measures to address this.

3.183 The council's draft Development Management DPD is currently the subject of public consultation. The policies contained therein are proposed to replace the remaining extant policies in the UDP. By and large, the transport policies are the same as those currently in the UDP. Policy J1 requires a transport assessment and a travel plan in certain circumstances. Policies J2 and J3 set out vehicle parking standards, which brings them in line with London plan standards and circumstances when they need not be met (similar to UDP policy TN15 and Standard S18, which references Table 12.1). Policy J4 is about disabled person's parking. Policy J5 encourages the use of cycling and walking and in terms of cycle parking requires a greater number of spaces than both the UPD and London Plan. Policy J6 is the same as UPD policy TN8.

3.184 Relevant policies in the Development Management DPD will be a material consideration to which regard must be had in considering the application. Once it has been adopted, it will replace a number of UDP policies and form part of the council's development plan. As it is still a draft document at an early stage of the adoption procedure and will not be adopted until after an independent examination, it does not lend itself considerable weight. Nonetheless, other than policy J5, which is addressed below, officers consider that the proposal also accords with the relevant transport policies mentioned above. Whilst policy J5 requires a greater number of cycle parking,

officers are satisfied that subject to a condition (paragraph 3.206), the proposal accords with the relevant provisions of the UDP and London Plan and do not consider that policy J5 can be given such weight as to require more spaces at this point in time.

Trip Generation

3.185 The Borough's Transport Officer and TfL are satisfied with the trip generation and modal split calculations provided by the Applicant. The key headline conclusions of the TA are that, once completed, the development is likely to;

- Generate additional trips on all modes of transport which would result in changes to existing traffic flows and junction capacity;
- Introduce more people to the site which could result in additional demand for public transport, pedestrian and cycle facilities;
- Provide direct access to Furnivall Gardens;
- Introduce changes to HGV flows because of operational deliveries to the Site.

3.186 The total net increase in trips predicted is shown in the tables below. The first table shows the predicted net increase in trips to the site. The second table shows the predicted net increase in new trips, i.e. many visitors to the new retail element of the development will be extant trips to the town centre. It should be noted that the method used shows a small increase in trips for the civic offices compared to the current town hall extension, as trip prediction using this method is based on floor area for office use. It should be noted though that due to the much reduced car parking provision for the civic offices, (30 spaces compared to 125 currently) there will more likely be a decrease of car trips associated with the new civic offices. In light of this, offices consider that the TRAVL prediction is therefore an over-estimate of the net increased in trips. Likewise, existing trips for the cinema site have not been deducted from this trip prediction. The majority of trips associated with this existing use are outside of peak hours and are not considered significant in respect to transport modelling at peak times.

Total weekday trip prediction - gross (trips to site)

	Car driver	Car passenger	Motorbikes	Cycles	Taxis	Underground / train	Bus	Walk	Total
am peak	81	21	1	8	0	214	44	77	446
pm peak	177	84	0	25	5	408	82	147	923
Total	1768	685	12	237	11	4664	936	1678	9,991
	(18%)	(7%)	(0%)	(2%)	(0%)	(47%)	(9%)	(17%)	(100%)

Total weekday trip prediction - net (new trips to town centre)

	Car driver	Car passenger	Motorbikes	Cycles	Taxis	Underground / train	Bus	Walk	Total
am peak	45	16	1	6	0	97	20	25	219
pm peak	58	25	0	6	3	78	15	28	213
Total	584	184	12	49	11	1015	204	365	2420

(Note: The top table shows all predicted trips into and out of the site. In respect to the retail element of the site many of these trips will not be new trips to the town centre. It has been assumed that 8% of trips will be newly generated as a result of the retail element of the development.)

3.187 The TA has modelled the impact of the new vehicular movement of the junctions of King Street with Dalling Road / Cromwell Avenue and with Studland Street. These show all junctions operating within capacity for the weekday peak periods modelled. Therefore, in line with Policy TN8, the proposed development is not considered to prejudice the effectiveness of surrounding road networks.

3.188 An independent Stage 1 road safety audit was carried out on the proposals and the findings are addressed in the TA. It is considered that the issues raised can be addressed by way of final highway design which will be subject to a detailed Stage 2 road safety audit and which will be required as part of the highways works in the s.106 agreement. It is noted that the road safety audit considers that the existing zebra crossing across King Street in front of the development may not reflect future desire lines once the works are completed. The TA addresses this by stating that the current location of the crossing would address a series of competing pedestrian desire lines. The officer view is that the current location does properly address the main pedestrian desire lines and that the crossing is sited at the optimal location. However, this matter will be further considered at detailed highway design stage, as part of a S106 agreement, and as with the whole of the highway design it would be subject to a further stage of the road safety audit process.

3.189 An earlier submission of turning circles for large service vehicles accessing the retail service area in Cromwell Avenue, revealed problems in negotiating the turn from King Street into Cromwell Avenue and from Cromwell Avenue into King Street. Following negotiations with the applicant, by restricting the size of service vehicles to a maximum length of 14.4 metres (this will need to be secured by way of s106 obligation requiring a service and delivery plan) and increasing the width of carriageway in Cromwell Avenue, the turning movements can be easily achieved. This is now considered acceptable and will require detailed highway design in the s.106 agreement, (which will, for example, include the removal of the foundations of a tree surround from which the tree is no longer extant in order to provide a 2 metre wide footway on the northern side of the road).

3.190 The TA contains detailed consideration of movements during the demolition and construction phases. The highest number of vehicle movements will be associated with a 7 month phase of excavation and piling, when approximately 24 vehicles per day are anticipated. The applicant notes that they are in discussion with TfL to try and secure a potential temporary access directly from the A4 for at least this period. This would significantly reduce the volume of construction vehicles using King Street and other local roads, but may have network management implications for the A4.

3.191 Details of all transport issues related to demolition and construction would be secured by way of a Construction Logistics Plan under the s.106 agreement.

Public Transport

3.192 With regards to public transport, TN21 states that development will not be permitted if it would give rise to, or add to overcrowding on public transport services, unless measures are included to improve such services. The site is highly accessible by public transport. Most of the site has a PTAL level of 6a which is regarded as excellent. Given that the proposals include an additional 290 residential units and an increase in the total number of employees (and reduction in parking for the civic offices) there will be a resultant increase in trips on the public transport network. TfL have advised that the Hammersmith and City line Underground station at Hammersmith is already operating at capacity. Given that the TA predicts that there will over 100 new trips on the London Underground in the AM peak, plus additional trips throughout the day, TfL has requested a contribution towards the upgrade of the Hammersmith and City line station which will increase capacity. The applicants have agreed in principle to such a request, and this matter would be addressed via the s106 agreement.

3.193 With regard to the bus network, TfL considers that the increase in bus passengers can be catered for on the existing network. However, TfL have requested a contribution of £50,000 towards the upgrade of nearby bus stops to encourage the use of buses and to promote inclusive accessibility to all users of the proposed development.

3.194 Officers consider that, subject to the payment of the contributions, the proposal accords with the development plan policies in this regard.

Car parking

3.195 The development proposes a total of 99 car parking spaces for the 290 residential units. This equates to a ratio of 0.3 spaces per unit which is within London Plan standards and is acceptable to TfL. Although this provision is less than required under UDP standards, all units would be excluded from obtaining on-street parking permits. The Applicant will be required to enter into a Section 106 agreement to ensure that the development is 'car permit free' preventing future occupiers from obtaining on street permits. Therefore, the proposal would not result in an undue increase in parking pressures in the area and is considered to be in accordance with policy TN15 and Standard S18 in this regard.

3.196 The TA assumes that all parking will be contained within the site. There remains a risk though of on street parking problems arising, particularly outside of controlled parking zone times, albeit the existing hours are quite restrictive. The town centre controlled parking zone A currently operates Monday to Saturday 0830 - 1830 hrs. The two zones adjacent to the town centre L and M and which includes Cromwell Avenue operate Monday to Friday 0900 - 1700 hrs. A financial provision within the s.106 agreement would allow for the controlled parking zones to be reviewed, and amended if necessary.

3.197 During the working week there are currently approximately 125 spaces available solely for LBHF employees. This provision is in excess of UDP and London Plan standards. The proposed development would provide 14 non-operation (the maximum permitted by London Plan standards) and 16 operational spaces to accommodate the civic accommodation. This provision is considered acceptable and an update to the councils Travel Plan would further encourage employees to travel to work in a more sustainable manner and help meet sustainable targets (Condition 31).

3.198 126 car parking spaces are proposed for the retail uses and as a public car park. Although this would be above the requirements expressed in the UDP, these UDP standards significantly pre-date London Plan 2011 standards, and so the application of London Plan standards is considered to be appropriate. (As noted above the proposed DM DPD proposes adopting the car parking standards of the London Plan).

3.199 Three disabled bays are indicated for the new civic offices and seven in the basement car park for either residential, retail or public use. This is considered to be acceptable given that the s.106 will require the developer to submit a car parking management plan which will allow for the monitoring of and provision of disabled parking spaces if required.

3.200 Subject to ensuring that the residential units are car permit free the development would meet (and in some cases exceed) all relevant car parking standards.

3.201 Five car club bays are proposed in "Nigel Playfair (East)" with access to and from Riverside Gardens and it is noted that the existing fire gate is intended to be relocated to prevent access for non emergency service vehicles to the remainder of the town hall complex. This provision is welcome and will be secured via the s.106 agreement.

3.202 A parking management plan is to be secured via a s.106 agreement which should include approval of the tariff for the retail / visitors' parking and provision of an appropriate amount of electric charging points.

3.203 It is noted that the development will result in the loss of the off street car park in Nigel Playfair Avenue which is used by the public outside of office hours (c. 73 spaces). However the retail parking in the basement of the development will be available to the public. A parking management plan to be secured via a s.106 agreement will include agreement of the tariff for public use.

3.204 The proposals include provision for ten spaces for motorcycles within the public parking area in the basement. This addresses the loss of on street motorcycle spaces in Nigel Playfair Avenue.

Cycling Facilities

3.205 UDP Policy TN6 requires safe and secure cycle parking provision, in accordance with Standard S20. The proposed cycle parking provision is compared below to both London Plan and UDP Standards:

Use	Spaces	London Plan (min)	UDP (minimum)
Retail	52 (public)	29 spaces (if food)	29 spaces (1/125 sq. m)
Civic offices	48	33 (1/250 sq. m)	65 (1/125 sq. m.).
Residential	328	328 (1 per 1/2 bed 2 for 3 bed plus)	290

3.206 The Applicant's initial proposal represented a shortfall of nine cycle parking against UDP standards, as identified in the table above. The Applicant now proposes 65 spaces within the courtyard of the new civic offices. This meets UDP minimum standards and is considered acceptable and will be secured by way of condition. The Council's travel plan framework contains a target to increase cycling mode share to 30% by 2020, which will not be met without sufficient staff cycle parking provision. It is suggested that a buggy and scooter park be provided for the civic offices, to encourage

mothers to walk with their children to the civic office and this will be secured through the Travel Plan in the s.106 agreement.

3.207 TfL are proposing to extend their cycle hire scheme into the Borough as far west as the Town Hall. The council supports this proposal and has agreed to identify match-funding. A contribution is sought under the s.106 agreement for this development towards the cost of this scheme.

3.208 The Developer will be required to ensure that there are showers and changing facilities available for staff of the civic offices and retail accommodation. Provision for this should be within the travel plan which should be secured via the Section 106 Agreement.

3.209 The current highway layout is designed to facilitate right turning cyclists into Nigel Playfair Avenue. With this route to be stopped up, the layout in King Street will need to be amended. This will be the subject of detailed highway design which will be secured via a s106 provision.

3.210 The new footpath link at the southern end of Cromwell Avenue (which will provide a diverted footpath route between Cromwell Avenue and the A4) should be a minimum 3.0 metres. Currently the width shown in the applicant's plans shows a footpath width of 1.5 - 2.0 metres. These will be amended to show the required width. Issues addressing pedestrian access to the site will be a matter of detailed highway design.

Provision for pedestrians and disabled people

3.211 As noted above, the new footpath link at the southern end of Cromwell Avenue should be a minimum of 3.0 metres (and if it is to be the route of cycle super highway no. 9 should be a minimum of 5.0 metres). Issues addressing pedestrian access to the site will be a matter for detailed highway design secured via a s106 agreement. For example, provision of a side raised entry treatment at the junction of Cromwell Avenue with King Street would be required. Careful consideration will also be required to the design of the pedestrian route on the east side of Cromwell Avenue.

3.212 The creation of a town square on the site of the existing Town Hall extension will bring significant improvements to the public realm and pedestrian environment. Furthermore the proposed footbridge over the A4 will increase permeability, providing a more direct, attractive route between the town centre and the riverside in line with the recommendations of Strategic Site Policy HTC of the Core Strategy. Currently access to Furnivall Gardens and the River Thames from the site and the northern side of the A4 West Road is via a subway under the A4. The existing subway under the A4 does not comply with wheelchair accessibility requirements. Although the proposed footbridge is principally a route for pedestrians it would seem inappropriate for cyclists to be banned from using this route. This would offer a route which could be perceived as safer than using the subway particularly at night when there are less people around.

3.213 It is understood that prior to the submission of the application consideration was given to alternative means of improving links between King Street and Furnivall Gardens. For instance consideration was given to the upgrading of the subway, but this was not deemed to be appropriate on a number of grounds. The GLA and TfL have also advised that the proposed footbridge is accepted in principle as the preferable option compared to an at grade crossing, which would be inappropriate in this location due to the volume and speed of the traffic, six carriageway width and pedestrian /cycle safety

options. Therefore officers agree that the proposed bridge would deliver the wider regeneration aims of improved connectivity within the local area.

Freight and Servicing

3.214 UDP Policy TN28 states that the council will ensure that all sites in the Borough, which are developed for commercial and/or industrial uses, are provided with adequate access for freight movements and servicing in a manner which is not detrimental to the local environment.

The TA predicts the following service trips:

Use	Vans / day	HGVs / day	Total
Office	20	2	22
Food store	0	6	6
Retail	0	6	6
Residential	17	1	18
Refuse		(2 per week)	
Totals	37	15	52

3.215 A service management plan is to be secured via the s.106 agreement to ensure that where practicable service trips are managed to avoid deliveries at peak times and that servicing is co-ordinated to prevent too many vehicles arriving at the same time.

Summary

3.216 The provision of new additional office, residential and commercial uses in this highly sustainable location that is well served by public transport would be in line with national, regional and local policies and guidance. The proposed redevelopment of the site would not have an adverse impact on the surrounding highway network in terms of trip generation, congestion and high safety. It is considered that an appropriate amount of parking is proposed and suitable conditioned the scheme would not result in an undue increase in on street parking pressures. Additional cycle parking and ancillary facilities would be secured via the submission and agreement of a Strategic Travel Plan including an update of the council travel plan. A key benefit of the scheme would be the improved pedestrian access from King Street to Furnivall Gardens via the proposed footbridge. Therefore the scheme is considered to be acceptable in terms of highways and transport considerations.

ENVIRONMENTAL /SUSTAINABILITY ISSUES

3.217 PS22 sets out the Government's target of reducing carbon dioxide emissions through improved energy efficiency measures and the use of renewable energy.

3.218 The London Plan (2011) contains a raft of policies in relation to sustainability, energy and climate change. These set out the lean, clean, green approach to building design and the related strategic targets. The following policies are applicable:

- Policy 5.1 states the target to achieve a 60% reduction in London's CO2 emissions by 2025;
- Policy 5.2 advises that the policy 5.1 target should be achieved through planning decisions by requiring major developments to use less energy, supply energy efficiently and use renewable energy where feasible and specifies CO2 reduction targets for new

development, progressively increasing to zero carbon development by 2016 (residential development) and 2019 (non-residential development).

- Policy 5.3 requires the highest standards of sustainable design and construction to be employed throughout London addressing CO2 emissions, urban heat islands, efficient use of natural resources, including water, minimising pollution, minimising waste, avoidance of natural hazards including flooding, ensuring the development is comfortable for users, securing sustainable materials and local supplies and promoting and protecting biodiversity.
- Policy 5.6 encourages the use of decentralised energy (combined heat and power systems) in new major development.
- Policy 5.7 seeks the incorporation of renewable energy generation in new development to assist in the reduction of CO2 emissions.
- Policy 5.8 supports the use of innovative alternative energy technologies to reduce the use of fossil fuels and CO2 emissions.
- Policy 5.9 seeks to reduce the impact of the urban heat island effect in London and encourages new development to incorporate places and spaces that assist in preventing overheating, and provides a cooling hierarchy of measures that major development should follow to minimise internal heat generation and its effects.

3.219 Policy CC1 of the Core Strategy states that the Council will seek to reduce emissions and tackle climate change through ensuring that new development minimises energy use, uses energy from efficient sources and uses renewable energy where feasible, and through meeting London Plan (2011) CO2 reduction targets. Policy H3 of the Core Strategy requires new housing development to be well designed and energy efficient in line with the requirements of the Code for Sustainable Homes. Policy H1 of the draft DM DPD requires the implementation of energy conservation measures. Policy H2 requires the implementation of sustainable design and construction measures.

Energy and Sustainable Design and Construction

3.220 An Energy Statement was submitted by the Applicant to support the proposed development. An addendum to the Energy Strategy has been issued to take account of changes in the Building Regulations since the original Energy Strategy was completed, and a further additional addendum (Revision A) has also been submitted that includes some updated energy use and carbon emissions figures to take account of recent updates to the London Plan.

3.221 Passive design and energy efficiency measures are planned which will meet the requirements of the 2010 Building Regulations and reduce CO2 emissions by an additional 3% a year. Measures include making use of natural daylight and solar gain, with external shading being included to help prevent overheating; use of high insulation building fabric and improved air-tightness to help prevent heat loss, installation of efficient lighting, appliances and services including heat recovery on the ventilation system which all help to reduce energy use and cut annual CO2 emissions.

3.222 An energy centre is being integrated into the site, with an energy efficient Combined Heat and Power (CHP) system and site wide heat distribution network providing heating and hot water for all buildings. The use of CHP significantly improves the energy performance of the development and is calculated to reduce CO2 emissions by a further 27%. Roof mounted solar PV panels are also planned (220m²) which are calculated to reduce annual CO2 emissions by a further 2.5%. Overall, the sustainable energy measures are expected to reduce annual CO2 emissions by 32%. This complies with the London Plan requirement for major developments to implement energy

efficiency and low/zero carbon energy generation on-site to cut CO2 emissions by 25% compared to the 2010 Building Regulations requirements.

3.223 The implementation of the proposed sustainable energy measures will be required by a condition to ensure that they are incorporated in the development as outlined in the Energy Strategy (Condition 25).

3.224 An addendum to the Sustainability Statement has been submitted, detailing the planned sustainable design and construction measures. The residential component of the development has been designed to meet level 4 of the Code for Sustainable Homes and the commercial/office aspects have been designed to the 'Very Good' BREEAM standard. As well as the energy efficiency and low/zero carbon features outlined above, other sustainability measures proposed for the development include: use of building materials with low environmental impacts, including materials salvaged from the demolition of existing buildings on site and use of sustainably source timber; water efficient appliances will be fitted in the residential units and commercial areas to help control water consumption; green/brown roofs are planned to help improve biodiversity on the site; recycling facilities will be provided to encourage sustainable waste behaviour; the gas boilers and CHP system will be efficient, low emission models to reduce pollution; noise attenuation measures will be included to reduce noise impacts and demolition and construction impacts will be controlled and minimised by implementing a Considerate Constructors Scheme on site. Overall, the design complies with the requirements of the London Plan Policy on sustainable design and construction.

3.225 The implementation of the proposed sustainability measures outlined in the Sustainability Statement will be required by condition to ensure that the above measures are incorporated into the development. (Condition 26).

3.226 Officers consider that the proposal accords with the policies of the development plan set out above.

Drainage/Flooding

3.227 PPS25 aims to ensure that flood risk is taken into account at all stages in the planning process to avoid inappropriate development in areas at risk of flooding, and to direct development away from areas at highest risk. Where new developments are necessary in such areas, PPS25 seeks to make it safe, without increasing flood risk elsewhere and, where possible, reducing flood risk overall.

3.228 The following London Plan (2011) policies are applicable:

- Policy 5.11 supports the provision of green roofs within development to assist in sustainable urban drainage systems;
- Policy 5.12 states that new development must comply with the flood risk assessment and management requirements of PPS25.
- Policy 5.13 states that development should incorporate sustainable urban drainage systems where practicable and specifies a drainage hierarchy for new development;
- Policy 5.14 states the requirement for development proposals to ensure the provision of adequate wastewater infrastructure to meet the related needs;
- Policy 5.15 seeks the conservation of water resources through, among other matters, minimising water use and promoting rainwater harvesting.

3.229 With regards to the Core Strategy, Policy CC1 requires that new development is designed to take account of increasing risks of flooding and Policy CC2 states that new development will be expected to minimise current and future flood risk and that sustainable urban drainage will be expected to be incorporated into new development to reduce the risk of flooding from surface water and foul water. Policy H3 of the draft DM DPD requires development to reduce the use of water and to minimise flood risk.

3.230 The site is in the Environment Agency's Flood Zone 3 and therefore a Flood Risk Assessment has been submitted with the application. Although the site is protected by flood defences, a breach or failure of these could lead to the site being affected by flooding. The main design feature to prevent serious impacts from flooding is the setting of residential floor levels at heights that are above the highest flood water levels predicted for the 1 in 1000 year event. The entrance to the basement car park will be above the 1 in 200 year event flood levels.

3.231 The proposed development will increase the number of occupants on-site, which will increase water use and foul water discharges. Water efficient appliances and fittings will be installed to help limit use of potable water in the residential units to 105 litres per person per day, in line with London Plan requirements. The commercial parts of the development will also have water saving measures implemented such as water meters, leak detection systems and low usage fittings such as taps, urinals and WCs.

3.232 The site is currently mostly covered in impermeable surfaces and the proposed development is calculated to reduce this slightly. Although incorporation of soft landscaping will help to reduce surface water run-off rates, further Sustainable Urban Drainage Systems (SUDS) mitigation measures are also planned such as the incorporation of green/brown roofs, some rainwater collection for irrigation and use of underground storage for collection and slow release either into the Thames or the public sewer. In order to comply with the London Plan policy on sustainable drainage, developments should be aiming to reduce the rate of surface water run-off to greenfield rates and also cut the amount of surface water run-off entering the sewer system by at least 50%, whilst aiming for 100% attenuation if possible.

3.233 As it is currently unclear whether some aspects of the SUDS options considered in the Flood Risk Assessment will be implemented, such as the discharge of storm water directly to the Thames, which is still being explored, and how close the measures can get to achieving the required attenuation of surface water flow rates and volumes, a condition is recommended requiring the submission of a detailed Drainage Strategy (Condition 23).

3.234 The Environment Agency have advised that they have no objection to the application, subject to the inclusion of a condition requiring the mitigation measures detailed within the FRA to be followed. No concerns were raised with regard to the proposed drainage proposals. (Condition 42).

3.235 Thames Water have raised concerns with regards to the ability of the existing waste water infrastructure to accommodate the needs of this development. However, they have not objected to the proposals and consider that these matters could be addressed by a grampian condition. (Condition 43).

3.236 Subject to the conditions mentioned above, the proposal would be in accordance with the development plan.

Air Quality

3.237 The site is located within an Air Quality Management Area as the whole borough was designated as an Air Quality Management Area (AQMA) in 2000 for two pollutants - Nitrogen Dioxide and Particulate Matter. The main local sources of these pollutants are road traffic and buildings (gas boiler emissions). Policy 7.14 of the London Plan (2011) seeks that development proposals minimise pollutant emissions and promote sustainable design and construction to reduce emissions from the demolition and construction of the buildings.

3.238 Policy EN20A of the UDP seeks that development does not release pollutants into water, soil or air, which would cause unacceptable harm to people's health and safety, the natural environment or the landscape. Policy CC4 of the Core Strategy explains that the Council will reduce levels of local air pollution and improve air quality in line with the national air quality objectives. Policy H8 of the draft DM DPD requires an air quality assessment and mitigation measures where appropriate.

3.239 An Air Quality Assessment has been carried out by the Applicant looking at likely impacts from the construction/demolition phase and from the final development, when completed. The AQA identified that some impact may be possible, and mitigation measures are outlined for both the construction and operational phases to control and minimise emissions. An Environmental Management Plan will be implemented during construction /demolition (Condition 56) and design measures have been proposed to reduce the potential impacts of pollution from the A4, including setting back residential units, not locating them at ground level and drawing in air from the rear of properties at height, away from the A4. This complies with the requirements of the London Plan policy on reducing potential exposure to pollution. Sustainable travel measures are also planned, which will help reduce emissions from the new development, as will use of low emission plant in the new energy centre.

3.240 The implementation of the air quality and sustainable transport mitigation measures outlined in the Environment Statement would be required by condition to ensure that the measures are undertaken. (Condition 56).

3.241 Subject to the conditions mentioned above, the proposal would be in accordance with the development plan.

Land contamination

3.242 PPS 23 (Planning and Pollution Control) provides advice on the implications of contamination for the planning system and advises Local Authorities about the determination of planning applications when a site is, or may be contaminated. The guidance advocates the precautionary principle and the use of planning conditions/obligations to make any development site suitable for use.

3.243 Policy 5.21 of the London Plan (2011) states the support for the remediation of contaminated sites and that appropriate measures should be taken to control the impact of contamination with new development.

3.244 Policy EN20A (Control of Potentially Polluting Uses) advises that development which may cause pollution will only be permitted if it would not release pollutants into the water, soil or air, whether on site or in other areas, which would cause unacceptable harm to people's health and safety, the natural environment or the landscape.

3.245 Policy CC4 of the Core Strategy states that the Council will support the remediation of contaminated land and that it will take measures to minimise the potential harm of contaminated sites and ensure that mitigation measures are put in place. Policy H7 of the draft DM DPD requires effective measures to treat, contain or control contamination and policy H11 builds on UDP policy EN20A(i)

3.246 Based on the first stage of the geotechnical and environmental investigation completed and the current and former activities on the site, potentially contaminative land uses (past or present) are understood to occur at, and near to, this site. In order to protect humans, controlled waters or the wider environment from the adverse effects of contaminated land, conditions are considered necessary to require a preliminary risk assessment report (Condition 16), a site investigation scheme (Condition 17), a quantitative risk assessment report (Condition 18) and a remediation strategy (Condition 19) to be submitted to and approved in writing by the LPA prior to the commencement of the development.

3.247 These conditions would ensure compliance with best practice measures and the protection of health and safety for all potential receptors and meet the above mentioned development plan policies..

Archaeology

3.248 In consideration of the archaeological impacts of the development proposals, regard has been had to National Planning Policy (PPS5: Planning for the Historic Environment), London Plan Policy 7.8 (Heritage Assets and Archaeology), EN7 (Nationally and Locally Important Archaeological Remains) and Core Strategy Policy BE1 (Built Environment).

3.249 Policy 7.8 of the London Plan (2011) advises that development should incorporate measures that appropriately address the site's archaeology. UDP Policy EN7 of the London Borough of Hammersmith and Fulham UDP (as amended 2007) states a presumption against proposals which would involve significant alteration of, or cause damage to, Archaeological Remains of National Importance and advises that the loss of archaeological value must be outweighed by the need for the development. The policy advises that archaeological study of application sites will be required before approval.

3.250 Core Strategy Policy BE1 advises that new development should respect and enhance the historic environment of the Borough, including archaeological assets. A full consideration of these policies is set out in the Archaeology Report included in the Environmental Statement Chapter 8: Archaeology.

3.251 The site does not contain any nationally designated (protected) sites. The northern part of the Site lies in a Local Authority Archaeological Priority Area (APA) covering the King Street Area of historic settlement. It also includes the area of a pre-historic settlement excavated at 120-124 King Street c130m to the north-east of the Site. The southern part of the site lies in the APA for Hammersmith Creek including the Area by the Thames foreshore, draw docks, inlets and the Chelsea Creek.

3.252 The site is considered to have a high potential for buried heritage assets although existing buildings and basements will have affected part of the site. In response to the Archaeological Report, English Heritage Archaeology have not raised an objection to the proposal subject to a suitable safeguarding condition (Condition 12) to secure the evaluation and any subsequent necessary mitigation works. Officers consider that the condition will ensure that the proposal would accord with the provisions of the development plan.

Noise and disturbance

3.253 Planning Policy Guidance 24 guides local authorities on the use of their planning powers to minimise the adverse impact of noise. It outlines the considerations to be taken into account in determining planning applications both for noise-sensitive developments and for those activities which generate noise. Where it is not possible to achieve such a separation of land uses, local planning authorities should consider whether it is practicable to control or reduce noise levels, or to mitigate the impact of noise, through the use of conditions or planning obligations.

3.254 London Plan Policy 7.15 states that development proposals should seek to reduce noise by minimising the existing and potential adverse impacts of noise, separating new noise sensitive development from major noise sources through the use of distance screening, or internal layout and promoting new technologies and improved practices to prevent noise.

3.255 CC4 of the Core Strategy advises that the Council would seek to minimise the impact of noise, by managing the development and distribution of noise sensitive development in the borough. UDP Policy EN20B states that housing and other noise-sensitive development will not normally be permitted where the occupants /users would be affected adversely by noise from existing or proposed noise generating uses except if it can be demonstrated that adequate mitigation measures will be taken. UDP Policy EN21 deals with environmental nuisance and states that all developments shall ensure that there is no undue detriment to the general amenities at present enjoyed by existing surrounding occupiers of their properties particularly where commercial and service activities are close to residential properties. Policy H9 of the draft DM DPD requires development to implement noise mitigation measures when necessary.

3.256 An assessment of the expected levels of noise and vibration from the development (during the construction and operational phases) has been examined in an environmental noise assessment, which accompanied this application. The recorded noise data indicated that the site falls within Noise Exposure Category (NEC) D and C for the outward facing facades, with the remainder of the site falling within NEC B or NEC A. The dominant source of noise across the site is from road traffic on the A4 Great West Road. Its presence forms a barrier between the King Street area and the amenity space of the river and Furnivall Gardens.

3.257 In considering the proposed development, the design is considered to take into account the effects from noise from the surrounding road network through the use of robust glazing, whole building ventilation systems, public open space and outdoor living areas within internalised courtyards and private amenity areas provided in the form of winter gardens. A condition (58) has been recommended to ensure that the proposed habitable rooms achieve the required daytime and night time internal noise levels.

3.258 Noise and vibration levels generated by demolition and construction activities have the potential to impact upon near-by noise sensitive receptors such as residential premises. Therefore, in order to minimise noise and nuisance during the construction period, mitigation measures will be adopted in accordance with Building standards and noise and vibration monitoring will be carried out during the demolition and construction phase. It is also noted that 2m high site hoarding will be constructed around the site which would provide some acoustic screening.

3.259 The mitigation measures such as the permitted hours for building works will be addressed within Construction Environmental Management Plan (CEMP) which will be secured via the S.106 agreement. Noise arising from the commercial elements of the scheme, such as from servicing vehicles and plant noise will be mitigated through the inclusion of conditions (Conditions 28, 44, 45, 46 and 48).

3.260 Subject to conditions, the proposal is considered to be in accordance with development plan policies.

Crime Prevention

3.261 Policy 7.3 of the London Plan (2011) advises that new development should seek to create safe, secure and appropriately accessible environments. Core Strategy policy BE1 advises that developments throughout the borough should be designed to enhance community safety and minimise the opportunities for crime. UDP Policy EN10 requires developments to provide a safe and secure environment. The site will be secure and the Applicant is in discussion with the Crime Prevention advisor over aspects of the design to ensure compliance with Secure by Design criteria. A condition will be attached requiring details to be submitted of how the development achieves SBD accreditation (Condition 33).

3.262 It is worthy of note that the opening up of the public square will increase natural surveillance in the area thereby reducing the risk and fear of crime. A number of objections have raised concerns in respect of crime and anti-social behaviour as a result of the proposed footbridge. It is considered that the footbridge would provide a safer, more visible and user friendly means of crossing the A4 when compared to the existing situation. The lighting of the link from King Street to Furnivall gardens is of prime importance to its security, albeit the lights should not lead to an unacceptable increase in light pollution. A condition will require details of satisfactory lighting to be installed (Condition 36). It is recommended that CCTV cameras be installed at appropriate locations and this would be secured by condition (Condition 54). Therefore, there is no significant concern in respect of safety or the generation of crime as a consequence of the development. Subject to the conditions, it is considered to meet policy requirements.

Wind Microclimate

3.263 London Plan (2011) 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.

3.264 The application is supported by a detailed wind tunnel assessment of the resulting wind microclimate, based on the guidance offered by the Lawson Comfort Criteria. The study concludes that during the windiest season, the predicted wind conditions within and around the proposed development are suitable for standing/entrance use and sitting at the ground and upper ground levels with leisure

walking at the north-west corner of the site and along the service corridor on the north façade of the proposed civic centre building.

3.265 All entrances to the proposed buildings as well as to the existing Town Hall will experience conditions which are suitable for, or calmer than even at the windiest times of year. The local wind microclimate improves in these areas during the summer season. The wind tunnel results have shown that during the winter season, one terrace location would be suitable for business walking, because these terraces are directly exposed to the prevailing winds. It is considered that with the mitigation measures proposed, such as a parapet of at least 1.8m tall around the terrace perimeter and with appropriate landscaping, the conditions on the terraces would be acceptable. Details of the mitigation measures proposed would be secured by condition (Condition 34).

Ecology

3.266 PPS9 sets out the planning policies on the protection of biodiversity and geological conservation through the planning system. It seeks that biological and geological diversity are conserved or enhanced as part of development proposals.

3.267 London Plan (2011) Policy 5.11 supports the provision of green roofs within new development as a way of enhancing habitat diversity within London. Policy 7.19 seeks the enhancement of London wide biodiversity and states that development proposals, where possible, should make a positive contribution to the protection, enhancement, creation and management of biodiversity.

3.268 Core Strategy Policy OS1 states that the Council's objective to protect and enhance biodiversity in the Borough and policy RTC1 states the aim to enhance river related biodiversity. UDP Policy EN28A states that the Council will not approve development that would have a demonstrably harmful effect on protected species or their habitat. Policy EN29 states that development should protect any significant nature conservation interest of a development site and provides guidance for new development to follow to enhance nature conservation. Policy E3 of the draft DM DPD requires developments to enhance the nature conservation interests.

3.269 Part of the southern end of the site is located within Furnivall Gardens, which is a Site of Importance for Nature Conservation (SINC), a local conservation designation. A Phase 1 Habitat Survey and ecological database search identified that the site's vegetation is limited to lines of early mature and semi-mature trees, raised planters, as well as, some landscaped public gardens to the south in Furnivall Gardens. The main site currently has limited ecological value, but the significant size of the site offers value for, particularly birds and insects. Ecological details submitted with the application did not find any protected species on the site. The River Thames area of the wider site has significant biodiversity value.

3.270 As described previously, 1,796sqm of green roofs will be provided in two forms: 'extensive sedum' and 'grass roofs'. It is considered that both forms of green roofs would provide valuable habitat for protected and Biodiversity Action Plan Species like the black redstart. South of the A4 in Furnivall Gardens, 21 replacement trees will be planted to replace those lost to accommodate the pedestrian bridge landing. To increase the biodiversity on-site and assist local and regional Biodiversity Action targets it is proposed that the nationally scarce Black Poplar *Populus nigra* subspecies *betlifolia* and locally native orchard apple and pear species will be planted such as *Malus Sylvestris* and *Purus cordata*.

3.271 The application has been referred to Natural England and they have confirmed that it is their opinion that the proposal does not significantly affect any priority interest areas for Natural England. Furthermore Natural England would welcome and encourage increased and improved access to Furnivall Gardens and would welcome the implementation of biodiversity enhancements through ground level 'soft' landscaping, where possible, together with Green and Brown roofs (Condition 24).

3.272 In summary, it is not considered that the proposal would have an adverse impact on the ecology, biodiversity and natural environment in the area. The scheme would provide additional natural habitat for the local ecology and as such would be in accordance London Plan Policy 5.11 and 7.19, UDP Policy EN28A and EN29 and Core Strategy Policy OS1 and RTC1.

Light pollution

3.273 Core Strategy Policy CC4 seeks to protect and enhance environmental quality advising that proposals should seek to minimise light pollution which can have a serious damaging effect on the amenity of the area and cause disturbance to adjoining uses, particularly residential. Regard should also be had to the potential harm to wildlife. Policy H10 of the draft DM DPD requires the submission of details to address light pollution.

3.274 A lighting strategy has been submitted with the application which gives an overview of the lighting design intention. In order to ensure lighting is designed to avoid glare, light spillage from the site and to conserve energy a condition is recommended to provide details and restrict luminance levels. This would ensure that whilst the benefits of lighting are achieved the amenity and environment of the surrounding area would not be adversely affected (Conditions 35 and 36). Subject to the conditions, it is considered to meet policy requirements.

Waste Management

3.275 London Plan Policy 5.16 outlines the Mayor's approach to waste management. Core Strategy Policy CC3 advises that the Council would pursue sustainable water management. UDP Policies EN17 and HO14 sets out the Councils Waste Management guidance, requiring development to incorporate suitable facilities for the storage and collection of segregated waste. Policy H5 of the draft DM DPD requires developments to include suitable facilities for waste management.

3.276 In accordance with policy, waste recycling facilities will be provided in a centralised location in order to encourage high recycling rates. Dedicated containers will be provided in each apartment for recycling waste, as well as the introduction of waste deposit rooms for most of the residential blocks, where single storey chutes deliver waste to bin storage rooms at the level below.

3.277 As discussed above the proposed development, will be designed to meet Code Level 4 for Sustainable Homes. This includes some mandatory requirements in relation to waste including providing space for waste storage sized to hold the larger of either all external containers provided under the relevant Local Authority recycling scheme; or the minimum capacity of waste storage from BS5906.

3.278 With regard to construction waste, condition 22 will require the submission and implementation of a Site Waste Management Plan which will encourage the reuse and recycling of waste to reduce any unnecessary land-filling of waste.

Phasing and Construction

3.279 The application proposes a phased development which would take place over approximately four years and nine months. The proposed development site would be divided into two main zones due to the need to decant LBHF occupants prior to the demolition of the existing Town Hall Extension building and the construction of the residential block located to the east. This cannot take place until the new Council building has been completed.

3.280 Following the demolition and construction of the substructure for the main block, development would proceed from north to south (towards the A4). Following the completion of the new civic office block, demolition of the existing 1970's Town Hall Extension building and 181-187 King Street would proceed followed by the construction of the new nine storey retail and residential block. Following the construction of the new east residential block, works on the new civic square would commence. The pedestrian bridge and supports would be constructed once the southern residential block is completed.

3.281 It is noted that demolition and construction works have the potential to cause environmental impact from noise, wastes, surface water run-off emissions to air and ecology. Measures to control environmental impact would be set out within a CEMP. The following mitigation measures are planned to reduce any potential impacts:

- Full enclosure of all external public-facing demolition elements of the project with scaffolding, externally clad with reinforced polythene sheeting;
- Use of hoardings around the site to assist in the screening of noise and dust generation;
- Switching off of plant and vehicles engines when not in use;
- Wheel washing facilities would be installed to minimise the transfer of site generated soils onto the road network ;
- separate access gates would be provided for pedestrian and vehicular access to the site;
- use of temporary acoustic barriers where appropriate;
- use of dust screen and covers and the appropriate location of dusty materials storage;
- suitable security measures would be installed and operated.

3.282 The mitigation measures detailed above and any other necessary mitigation measures would be set out in a Construction Environmental Management Plan (CEMP). This submission and approval of this plan would be secured by a planning condition.

3.283 It is noted that the demolition and construction phase of the development would provide significant employment opportunities, with an estimated 105 full time equivalent jobs. As part of the proposed Section 106 legal agreement, the applicant has agreed to provisions relating to local labour sourcing and provision of apprenticeships on site to provide further direct socio economic benefit to the local area.

Telecommunications

3.284 A telecommunication assessment has been undertaken to ascertain if the proposal would have any impact on available broadcast services as tall buildings can

potentially affect the reception of telecommunications. This assessment concluded that the proposed development would not unduly undermine services. Notwithstanding which, a condition is recommended to ensure that interference caused by the development is remediated (Condition 55)

Equality Act

3.285 Section 149 of the Equality Act 2010 requires the Council to have due regard to (a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act; (b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it; (c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

3.286 This means that the Council must have due regard for the impact on protected groups when exercising its functions, and case law establishes that this must be proportionate and relevant.

3.287 With this in mind, the application has been subject to an Equalities Impact Assessment which has been carried out by URS/Scott Wilson. The EqIA has identified some potential negative impacts on race, sex (gender) and age. The lack of affordable housing is likely to prevent certain equality groups from being able to afford housing within private ownership. However, this has been justified on the basis of an independently examined viability appraisal. Furthermore, EqIA states that a cumulative or indirect impact of the scheme's regeneration of the King Street area could kick-start future schemes which may include new affordable housing in the area.

3.288 With regard to re-housing the visually impaired tenants in the Thomas Pocklington Trust Buildings, as part of the s.106 agreement, these tenants will be re-housed within the local area, thereby allowing these tenants to maintain and potentially improve their existing quality of life.

3.289 The EqIA has identified a number of increased opportunities for accessibility by all groups; increased disabled/wheelchair access throughout the site, all units to be built to Lifetime Homes standards; provision of substantial public realm within the site; improved access to council services via the new one-stop shop, improved access to open space and green open space, and greater employment opportunities for local residents.

3.290 Overall, The EqIA concludes that the scheme would not be designed in such a way to exclude or have any detrimental impact on any groups in society and therefore it is considered that the proposed development would not contravene the Act.

Section 106 provision

3.291 The application site is in the ownership of several parties, including the council. The applicant has an option to develop and lease some of the council owned land and as such can enter into the s.106 agreement and bind that part of the land. However, to ensure that the s.106 agreement binds the remainder of the site that will need to be acquired to develop the site, officers recommend that a condition be imposed to ensure that development shall not commence until the remainder of the site is bound by the agreement. Whilst circular 11/95 advises that such a condition shouldn't normally be used, the particular circumstances of this application are such that a condition of this nature is considered to be consistent with the tests set out in the circular. Officers note

that such a condition has been applied in practice by other boroughs and its use has been accepted in the courts. Furthermore, the DCLG has published a consultation paper on planning conditions which anticipates such a condition without consequential amendments to legislation and as such is considered to be lawful. To ensure that the condition is appropriately worded, officers recommend that Committee delegate the drafting of the wording to the Executive Director of Transport and Technical Services.

3.292 In accordance with Section 106 of the Town and Country Planning Act 1990 (As Amended) and Office of Deputy Prime Minister's Circular 05/05, the applicant has agreed to enter into a section 106 legal agreement. The Legal Agreement will include clauses requiring:

1. A Strategic level travel plan with individual travel plans for the separate elements of the development. This should also include details of the operation of the proposed car club.
2. A Construction Logistics Plan (LBHF) and Construction Management Plan (TfL);
3. A Service and Delivery plan.
4. A Parking Management Plan.
5. Provision for the applicant to meet all costs associated with the stopping up procedure under the Town and Country Planning Act, 1990 and other appropriate legislation.
6. Financial provision for the design and implementation of the on-street highway works required for the development including:
 - (i) Side entry treatment in Cromwell Avenue, junction of King Street,
 - (ii) Amendment to the footways and carriageway in Cromwell Avenue and
 - (iii) amendment to the highway layout in King Street.
7. A contribution towards the cost of the extension of the TfL cycle hire scheme.
8. A contribution to allow the controlled parking zones in the vicinity of the development to be reviewed and changes implemented subject to on street parking problems arising.
9. All residential units to be "car permit free".
10. £200,000 Contribution towards the upgrade of the Hammersmith and City Line station (TfL);
11. £50,000 Contribution towards upgrading nearby bus stops (TfL)
12. Upgrade to existing footways and existing subway (TfL)
13. Footbridge: Technical Approval of the structural design, and full approval under the Traffic Management Act. Adopting of bridge by LBHF and maintenance of the bridge.

14. Health care facilities: Contribution to address the impact of the proposed development on primary health care facilities in the surrounding area. (PCT)
15. Education: A financial contribution to address the increased demand for school places.
16. Replacement housing: Specialist housing for the disabled will be provided prior to demolition
17. Replacement Quakers Meeting House: The Quakers Meeting house will be provided prior to demolition.
18. A financial contribution is recommended towards the Council's Economic Development Team, for town centre initiatives and labour schemes.
19. Parks: A financial contribution to address the increased use of surrounding parks;
20. Landscape Strategy: enhancement works to Furnivall Gardens including re-installation of the floral clock;
21. Public Art Strategy:
22. Provision of public art within the site, including information boards relating to the sites archaeological and wider history.
23. Provision of up to 5 car club spaces on Nigel Playfair Avenue.
24. The development will achieve at least Code for Sustainable Homes Level 4 and a BREEAM rating of Very Good, unless otherwise agreed in writing by the Local Planning Authority.
25. The CHP system should be installed in such a way that future connection to a wider heat network in this part of the borough.
26. The developer will be required to enter into an agreement with an outdoor cinema operator to provide events in the public square.
27. Commitment to meet the costs of the Council's Legal, Professional and Monitoring Fees associated with the Section 106 agreement.

4.0 Conclusion

4.1 Officers consider that the proposed development would regenerate and revitalise the character and appearance of the western edge of the town centre, thereby providing significant physical, environmental and economic benefits to the town centre, its users and more generally, the Borough as a whole. The proposal is considered to make the best use of previously developed land, providing mixed-use development including improved replacement council offices, new homes to address the overall borough housing demand, commercial floor space including a supermarket, a new public square and improved pedestrian links to Furnivall Gardens and the River.

4.2 Overall, the application is considered to provide an interesting and high quality development, delivering the regeneration benefits sought by Strategic Site Policy HTC1 of the Core Strategy, without unduly compromising the setting of heritage assets and the wider vitality and viability of the town centre. The development would create a civic landmark at the western end of King Street and would improve the setting of the Grade II Listed Town Hall Building which is currently blighted by the existing Town Hall extension. In addition, the demolition of the town hall extension allows the reinstatement of the original design concept to enable the ceremonial main entrance to be used again by the public. The provision of new civic offices would also result in the consolidation of various council offices buildings scattered across the borough on to one main campus improving operation efficiencies.

4.3 It is also considered that the proposal would not result in harmful levels of traffic generation, congestion and road safety implications. The proposal would not have a demonstrably harmful impact on the amenities of surrounding residents and would provide a satisfactory standard of accommodation for its future occupiers.

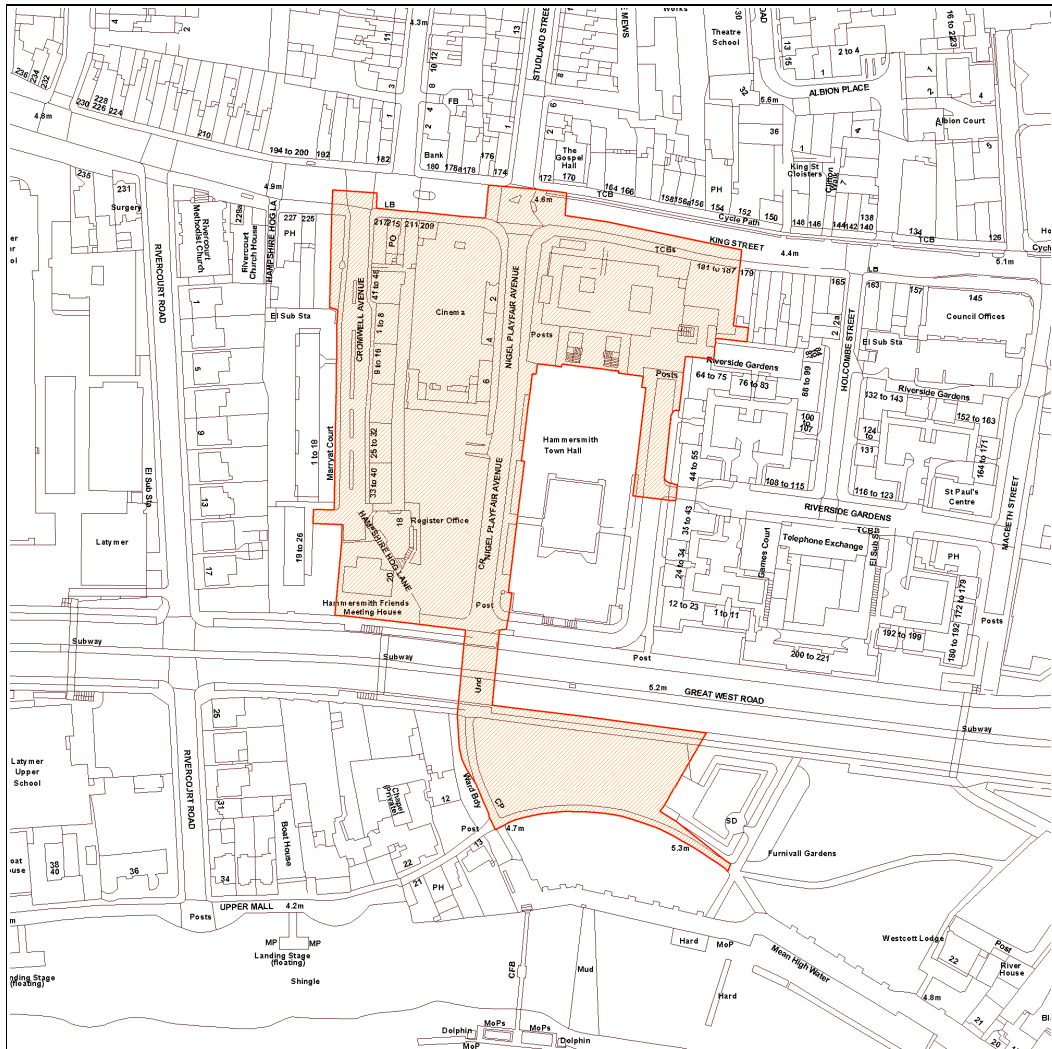
4.4 The proposal, subject to conditions and a satisfactory legal agreement, is considered to be acceptable and in accordance with relevant national guidance, London Plan policies, Core Strategy and UDP policies and standards.

4.5 Therefore, the proposed development is recommended for approval subject to conditions and the completion of a satisfactory legal agreement as outlined above; and provided that there is no contrary direction from the Mayor of London.

Ward: Hammersmith Broadway

Site Address:

Hammersmith Town Hall Extension, Adjacent Buildings At 181-187 King Street And 207-217 King Street, Nigel Playfair Avenue, Cromwell Avenue And Land At Furnivall Gardens.



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For identification purposes only - do not scale.

Reg. No:
2010/03466/LBC

Case Officer:
Susie Saraiva

Date Valid:
01.11.2010

Conservation Area:
: King Street (East) Conservation Area - Number 37: The Mall Conservation Area - Number 2

Committee Date:
30.11.2011

Applicant:

King Street Developments (Hammersmith) Ltd
C/o Agent

Description:

Reinstatement of monumental stone entrance steps up to the Listed Town Hall's original public entrance, the creation of a bridge link connecting the ramped walkway to the first floor level of the Listed Town Hall, with a new entrance being constructed through the central window of the Nigel Playfair Room and the construction of enclosed glazed link at ground floor level between the Listed Town Hall and the new civic office building for council staff use.

Drg Nos: 3530_00_001 C; 3530_00_101 C; 3530_00_115 B; 3530_00_116 B;
3530_00_120 B; 3530_00_121 B; 3530_00_122 C; 3530_00_123 C; 3530_00_124 C;
3530_00_125 C; 3530_00_126 B; TOWN 393 (08) 3002 R06; TOWN393 (08) 5001
R08;

Application Type:

Listed Building Consent

Officer Recommendation:

Subject to there being no contrary direction from the Mayor for London; that the Committee resolve that the Executive Director of Transport and Technical Services be authorised to determine the application and grant permission upon the completion of a satisfactory legal agreement and subject to the following conditions and the condition explained in paragraph 3.291 of this report.

- 1) The works hereby granted consent shall not commence later than the expiration of 5 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 EN3 of the Unitary Development Plan as amended 2007 and 2011 and policy BE1 of the Core Strategy 2011.

- 3) All new work and work of making good should match the original architectural detailing in every respect.

In order to safeguard the special architectural or historic interest of the building, in accordance with policy EN3 of the Unitary Development Plan as amended 2007 and 2011 and policy BE1 of the Core Strategy 2011.

Justification for Approving the Application:

- 1) It is considered that the proposed works would preserve the historic and architectural interest and character of the building. In this respect the proposal complies with Policy EN3 of the Unitary Development Plan as amended 2007 and 2011 and policy BE1 of the Core Strategy 2011.

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

All Background Papers held by Michael Merrington (Ext: 3453):

Application form received: 29th October 2010
Drawing Nos: see above

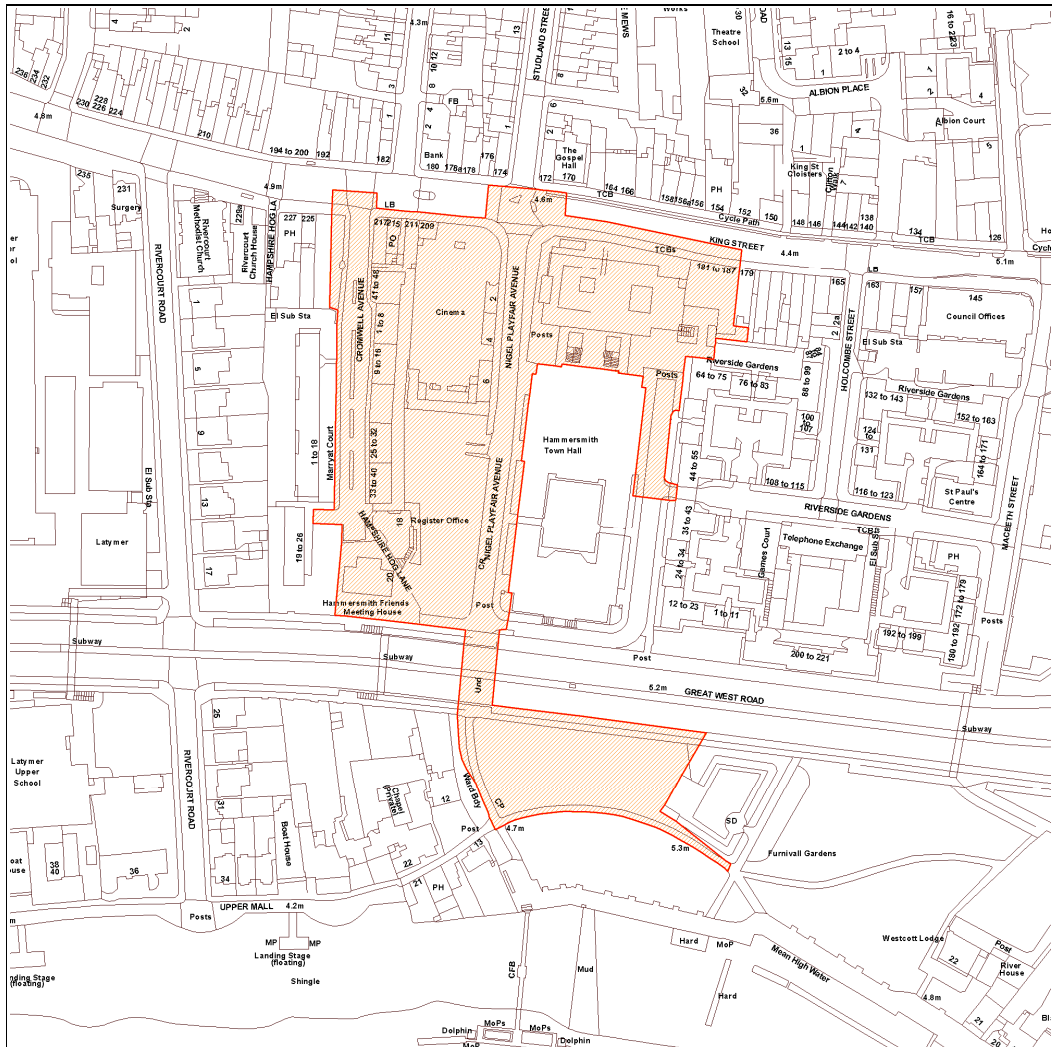
Policy Documents: The London Plan 2011
Unitary Development Plan as amended 2007 and 2011
Core Strategy 2011

For Officer's Report and Consultation and Neighbour Comments please refer to 2010/03465/FUL.

Ward: Hammersmith Broadway

Site Address:

Hammersmith Town Hall Extension, Adjacent Buildings At 181-187 King Street And 207-217 King Street, Nigel Playfair Avenue, Cromwell Avenue And Land At Furnivall Gardens.



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Reg. No:
2010/03467/CAC

Case Officer:
Susie Saraiva

Date Valid:
01.11.2010

Conservation Area:
: King Street (East) Conservation Area - Number 37: The Mall Conservation Area - Number 2

Committee Date:
30.11.2011

Applicant:

King Street Developments (Hammersmith) Ltd
C/o Agent

Description:

The Demolition of the Town Hall Extension and links to the Grade II Listed Town Hall on King Street and of 181-187 King Street.

Drg Nos: 3530_00_001 C, 3530_00_101 C, 3530_00_110 B, 3530_00_111 B, 3530_00_112 B, TOWN 393 (08) 3000 R07, TOWN 393 (08) 3001 R06; TOWN 393 (08) 3002 R06; TOWN 393 (08) 3010 R01

Application Type:

Conservation Area Consent

Officer Recommendation:

Subject to there being no contrary direction from the Mayor for London; that the Committee resolve that the Executive Director of Transport and Technical Services be authorised to determine the application and grant permission upon the completion of a satisfactory legal agreement and subject to the following conditions and the condition explained in paragraph 3.291 of this report.

- 1) The development hereby permitted shall not commence later than the expiration of 5 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 demolition hereby permitted shall not be undertaken before:
 - (i) a building contract for the redevelopment of the site in accordance with planning permission reference 2010/03465/FUL has been entered into;
 - (ii) notice of the proposed demolition, in writing, and a copy of the building contract has been submitted to the Council, and;
 - (iii) details of all matters which require prior approval pursuant to planning permission reference 2010/03465/FUL before the commencement of the development have been submitted to and approved in writing by the Council.

To ensure that the demolition does not take place prematurely and to safeguard the character and appearance of the conservation area, in accordance with policy EN2 of the Unitary Development Plan, as amended 2007 and 2011 and BE1 of the Core Strategy 2011.

- 3) No demolition shall commence prior to the submission and approval in writing by the Council of details of a scheme for the temporary fencing and/or enclosure of

the site, and the temporary fencing/means of enclosure has been constructed in accordance with the approved details.

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 conservation area, in accordance with policies EN2, EN3 and EN8 of the Unitary Development Plan, as amended 2007 and 2011 and BE1 of the Core Strategy 2011.

Justification for Approving the Application:

- 1) The proposed demolition is considered to be acceptable on the basis that planning permission exists for a satisfactory redevelopment scheme. Accordingly, it is not considered that the demolition would have an unacceptable impact on the character or appearance of the conservation area, in accordance with Policy EN2 of the Unitary Development Plan, as amended 2007 and 2011 and Policy BE1 of the Core Strategy 2011.

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

All Background Papers held by Michael Merrington (Ext: 3453):

Application form received: 29th October 2010

Drawing Nos: see above

Policy Documents: The London Plan 2011
Unitary Development Plan as amended 2007 and 2011
Core Strategy 2011

For Officer's Report and Consultation and Neighbour Comments please refer to 2010/03465/FUL.