

Planning Applications Committee

Agenda

Wednesday 14 September 2011

7.00 pm

SMALL HALL - GROUND FLOOR
HAMMERSMITH TOWN HALL

MEMBERSHIP

Administration:	Opposition
Councillor Alex Chalk (Chairman) Councillor Victoria Brocklebank-Fowler (Vice-Chairman) Councillor Oliver Craig Councillor Rachel Ford Councillor Peter Graham Councillor Andrew Johnson Councillor Alex Karmel	Councillor Colin Aherne Councillor Michael Cartwright Councillor Wesley Harcourt

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[http://www.lbhf.gov.uk/Directory/Council and Democracy](http://www.lbhf.gov.uk/Directory/Council_and_Democracy)

Members of the public are welcome to attend. A loop system for hearing impairment is provided, along with disabled access to the building. Please note that audio recording, filming or taking pictures of Council meetings are not allowed.

For queries concerning a specific application, please contact the relevant case officer.

Date Issued: 5 September 2011

Planning Applications Committee Agenda

14 September 2011

<u>Item</u>	<u>Pages</u>
1. MINUTES	1 - 8
To approve as an accurate record, and the Chairman to sign, the minutes of the meeting of the Committee held on 3 August 2011.	
2. APOLOGIES FOR ABSENCE	
3. DECLARATION OF INTERESTS	
If a Councillor has any prejudicial or personal interest in a particular report he/she should declare the existence and nature of the interest at the commencement of the consideration of the item or as soon as it becomes apparent.	
At meetings where members of the public are allowed to be in attendance and speak, any Councillor with a prejudicial interest may also make representations, give evidence or answer questions about the matter. The Councillor must then withdraw immediately from the meeting before the matter is discussed and any vote taken, unless a dispensation has been obtained from the Standards Committee.	
Where members of the public are not allowed to be in attendance, then the Councillor with a prejudicial interest should withdraw from the meeting whilst the matter is under consideration, unless the disability has been removed by the Standards Committee.	
4. PLANNING APPLICATIONS	9 - 131



London Borough of Hammersmith & Fulham

Planning Applications Committee Minutes

Wednesday 3 August 2011

PRESENT

Committee members: Councillors Alex Chalk (Chairman), Victoria Brocklebank-Fowler (Vice-Chairman), Michael Cartwright, Rachel Ford, Peter Graham, Wesley Harcourt and Andrew Johnson (arrived at 7:25pm)

Other Councillors: Councillors Stephen Cowan and PJ Murphy (for item 13.2)

10. MINUTES

RESOLVED THAT:

The minutes of the meeting of the Planning Applications Committee held on 5 July 2011 be confirmed and signed as an accurate record of the proceedings.

(Councillor Andrew Johnson was not present for the above item).

11. APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillors Colin Aherne, Oliver Craig and Alex Karmel. Apologies for lateness were received from Councillor Andrew Johnson.

12. DECLARATION OF INTERESTS

Councillor Peter Graham declared a personal and prejudicial interest in applications 2011/00409/FUL and 2011/00410/CAC as he was the Appointed Director of Riverside Trust, which operated Riverside Studios, the adjacent property to the application site.

Councillor Andrew Johnson declared a personal interest, when he arrived later in the meeting, in respect of applications 2011/00409/FUL and 2011/00410/CAC as he knew some members of the project team through previous employment.

(Councillor Andrew Johnson was not present for the above item).

Minutes are subject to confirmation at the next meeting as a correct record of the proceedings and any amendments arising will be recorded in the minutes of that subsequent meeting.

13. PLANNING APPLICATIONS

Officers informed that the new London Plan had recently been adopted (July 2011). Policies in this new plan had been altered and included alterations to the numbering. The Addendum amended the policy numbers contained within the agenda to reflect the changes to the London Plan 2011.

13.1 Ravenscourt House, 3 Paddenswick Road, W6 0EL, Ravenscourt Park, 2011/00225/FUL

Please see the Addendum attached to the minutes for further details.

The Committee voted on planning application 2011/00225/FUL and the results were as follows:

For: 5

Abstain: 2

RESOLVED THAT:

The Director of the Environment Department be authorised to determine planning application 2011/00225/FUL and grant permission up on the completion of a satisfactory legal agreement - including an additional Head of Term to restrict students from applying for parking permits - and subject to the conditions set out in the report and Addendum.

13.2 Queens Wharf, Queen Caroline Street, W6 9RJ, Hammersmith Broadway, 2011/00409/FUL and 2011/00410/CAC

The above two items were considered together.

Please see the Addendum attached to the minutes for further details.

Councillor Peter Graham declared a personal and prejudicial interest in the two applications as he was the Appointed Director of Riverside Trust, which operated Riverside Studios, the adjacent property to the application site. He left the room during this item and took no part in the discussion or the voting.

Councillor Andrew Johnson declared a personal interest in the two applications as he knew some members of the project team through previous employment.

The Committee was informed that late in the afternoon of the meeting, a letter had been received from the applicant's lawyer requesting that the application be deferred. Following legal advice, as the applicant had declined the opportunity to withdraw the application, the request to defer it was put to vote and it was unanimously rejected.

The Committee heard representations against the applications from Councillor Stephen Cowan and Councillor PJ Murphy, Ward Councillors for Hammersmith Broadway.

RESOLVED THAT:

- (1) Planning Application 2011/00409/FUL be refused for reasons set out in the report and Addendum; and
- (2) Application 2011/00410/CAC be refused for reasons set out in the report.

13.3 108 Scrubs Lane, NW10 6QY, College Park and Old Oak, 2011/00800/FUL

Please see the Addendum attached to the minutes for further details.

RESOLVED THAT:

Planning Application 2011/00800/FUL be approved subject the conditions set out in the report and Addendum.

13.4 1 - 3 Chesilton Road, SW6 5AA, Town, 2011/01385/FUL

Please see the Addendum attached to the minutes for further details.

The Committee voted on application 2011/01385/FUL and the results were as follows:

For: 6

Against: 1

RESOLVED THAT:

Planning Application 2011/01385/FUL be approved subject the conditions set out in the report and Addendum.

13.5 Hurlingham and Chelsea School, Peterborough Road, SW6 3ED, Sands End, 2011/01578/FUL

Please see the Addendum attached to the minutes for further details.

The Committee voted on application 2011/01578/FUL and the results were as follows:

For: 6

Against: 1

RESOLVED THAT:

Planning Application 2011/01578/FUL be approved subject the conditions set out in the report and Addendum.

Meeting started: 7.03 pm
Meeting ended: 9.07 pm

Chairman

Contact officer: Katia Richardson
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PLANNING APPLICATIONS COMMITTEE
Addendum 03.08.2011

GENERAL NOTE:

The replacement London Plan policies referred to in this addendum necessitated by the adoption of The London Plan 2011, shall also be taken as applying to the officers' reports contained within the committee agenda.

<u>Reg. No:</u>	<u>Site Address:</u>	<u>Ward</u>	<u>Page</u>
2011/00225/FUL	Ravenscourt House, Paddenswick Road, W6	Ravenscourt Park	9
Page 12	Condition 10: Replace 'Policies 4B.1 and 4B.5 of The London Plan, as amended 2008' with 'Policies 7.1 and 7.2 of The London Plan 2011'		
Page 13	Condition 18: Replace 'Policies 4A.3 and 4A.7 of The London Plan, as amended 2008' with 'Policies 5.1, 5.2, 5.3 and 5.7 of The London Plan 2011'		
Page 15	Condition 27: Replace 'Policy 4A.14 of The London Plan, as amended 2008' with 'Policy 5.13 of The London Plan 2011'		
Page 16	Reason 1: Land use: Replace 'Policy 3A.16 of the London Plan, as amended 2008 and Policy 3.15 of the Consolidated Draft Replacement London Plan December 2010' with Policy 3.14 of The London Plan 2011'		
Page 16	Reason 1: Land use: Replace 'Policy 3A.25 of The London Plan, as amended 2008 and Policies 3.8 and 3.19 of the Consolidated Draft Replacement London Plan December 2010' with 'Policy 3.18 of The London Plan 2011'		
Page 16	Reason: Design: 'Replace Policy 4B.1 of The London Plan, as amended 2008' with 'Policies 7.1, 7.2, 7.3, 7.4, 7.6 and 7.8 of The London Plan 2011'		
Page 16	Reason: Access and Safety: Replace 'Policy 4B.5 of The London Plan, as amended 2008 with 'Policy 7.2 of The London Plan 2011'		
Page 17	Reason: Quality of Residential Accommodation: Replace 'Policy 4B.1 of The London Plan, as amended 2008' with 'Policy 7.1 of The London Plan 2011'		
Page 17	Reason: Sustainability: Replace 'Policies 4A.3, 4A.4 and 4A.7 of The London Plan, as amended 2008' with 'Policies 5.1, 5.2, 5.3 and 5.7 of The London Plan 2011'		
Page 17	Reason: Flood Risk: Replace 'Policies 4A.3 and 4A.14 of The London Plan, as amended 2008' with 'Policies 5.3, 5.12 and 5.13 of The London Plan 2011'		
Page 22	Para 2.4; line 31: Delete 'Paragraph 3.76' and replace with 'Paragraph 3.79'.		
Page 23	Para 2.12; line 9: Delete 'paragraphs 3.63-3.66' and replace with 'paragraphs 3.65-3.68'.		
Page 27	Para 3.16; line 2: Delete 'and a condition (14) is recommended' and replace with 'and this would be secured by legal agreement'.		

Page 42 and 43

Replace the reasons for refusal with the following:

- 1) The proposed development is considered to be unacceptable in the interests of visual amenity. More particularly the development is considered to be inappropriate in terms of height, massing and design of its elevations. It would be un-neighbourly and out-of-keeping with the general street scene and riverside context, and would not take the opportunities to improve the character and quality of the area. It would have a detrimental impact on the setting of the Grade II* listed Hammersmith Bridge. The proposed design is considered to be of insufficient quality for its highly prominent and sensitive location. The proposal would be incompatible with the scale and character of existing development and would harm the character and appearance of the conservation area of which the property forms part, which is desirable to preserve or enhance in accordance with Section 72 of the Planning [Listed Building and Conservation Areas] Act 1990. In this respect the proposal is contrary to policies EN2, EN3, EN31 and EN31X of the Unitary Development Plan, as amended 2007 and Policies 7.1, 7.4, 7.6 and 7.8 of the London Plan 2011.

Note:- Policy 4B.1 (of the London Plan consolidated with alterations since 2004, published in February 2008) has not been replaced directly. Instead it is considered that policies 7.1 'Building London's Neighbourhoods and Communities', 7.4 'Local Character', 7.6 'Architecture' and 7.8 'Heritage Assets and Archaeology' are applicable.

- 2) The proposed development fails to provide a suitable affordable housing provision on the site and therefore fails to promote the creation of a mixed community in the area. The proposal is contrary to Policies 3.9, 3.10, 3.11, 3.12 and 3.13 of the London Plan 2011.

Note:- The new policies replace London Plan Policies 3A.8, 3A.9, 3A.10 and 3A.11 (London Plan consolidated with alterations since 2004, published in February 2008).

- 3) The proposal, by reason of its overall form, design and layout is of an excessive density that would not be appropriate to the site's location. The proposal would fail to comply with the residential density matrix outlined in the London Plan with insufficient reason provided as to why an exception can be made in this instance. The proposal would result in the provision of units that would be of an unacceptable standard of amenity with insufficient outlook, privacy and communal and private amenity space. The proposal would therefore be contrary to Policies EN8, EN23, EN23B of the Unitary Development Plan, as amended September 2007 and Policy 3.4 of the London Plan 2011.

Note:- Policy 3A.3 (of the London Plan consolidated with alterations since 2004, published in February 2008) 'Maximising the potential of sites' has been replaced with Policy 3.4 of the London Plan 2011.

- 4) The proposed development is considered to be unacceptable in the interests of residential amenity. More particularly, by virtue of its height, bulk, design, location and relationship to neighbouring residential properties and street scene, it would constitute an inappropriate, overbearing and un-neighbourly form of development that would have an unduly adverse impact on the existing amenities of the occupiers of surrounding properties as a result of loss of light and outlook, and increased sense of enclosure, contrary to Policy EN8 of the Unitary Development Plan, as amended 2007 and Policies 7.1 and 7.4 of the London Plan 2011.

Note:- Policy 4B.1 (of the London Plan consolidated with alterations since 2004, published in February 2008) 'Design principles for a compact city' has not been replaced directly. Instead it is considered that Policies 7.1 'Building London's Neighbourhoods and Communities' and 7.4 'Local Character' of the London Plan 2011 are applicable.

- 5) Insufficient information has been provided for the council to be satisfied that the development would satisfactorily meet open space requirements. The absence of sufficient residential amenity space and no provision of playspace for children, would therefore fail to provide adequate residential amenity for future occupants. The proposal would therefore be contrary to Policies EN23 and EN23B, Standards S5A and S7 of the Unitary Development Plan, as amended 2007, Policy 3.6 of the London Plan 2011 and the London Plan Supplementary Planning Guidance "Providing for Children and Young People's Play and Informal Recreation."

Note:- Policy 3D.13 (of the London Plan consolidated with alterations since 2004, published in February 2008), has been replaced with Policy 3.6 'Children and Young People's play and Informal recreation facilities' of the London Plan 2011.

- 6) The proposed development fails to provide an inclusive environment for all users. The mix of accessible units fails to provide for an appropriate number of family sized units for disabled occupiers. The proposal would therefore be contrary to the Council's 'Access for All' Supplementary Planning Document, Policies HO6(2) and G4(4) of the Unitary Development Plan, as amended 2007 and Policy 3.8 of the London Plan 2011.

Note:- Policy 3A.5 (of the London Plan consolidated with alterations since 2004, published in February 2008) has been replaced with Policy 3.8 'Housing Choice' of the London Plan 2011.

- 7) Insufficient information has been submitted to enable an assessment to be made of the flood risks arising from the proposed development. Therefore the applicant has not adequately demonstrated that the development would be safe for the lifetime of the development and as such the proposed development is considered to be contrary Policy 5.13 of the London Plan 2011 and unacceptable in accordance with the requirements set out national advice PPS25 "Development and Flood Risk".

Note:- Policy 4A.14 (of the London Plan consolidated with alterations since 2004, published in February 2008) has been replaced by Policy 5.13 'Sustainable drainage' of the London Plan 2011.

Late representation

Representation received from English Heritage and the Hammersmith and Fulham Historic Buildings Group

Amended plans

The applicant submitted revised plans on Thursday 28th July following the publication of the Committee Report.

<u>Reg. No:</u>	<u>Site Address:</u>	<u>Ward</u>	<u>Page</u>
2011/0800/FUL	108 Scrubs Lane, NW10	College Park & Old Oak	69
Page 71	Condition 6: Delete the reason and replace with the following reason: 'To ensure that the amenity of occupiers of surrounding premises is not adversely affected by lighting and in the interests of protecting biodiversity, in accordance with Policies EN20C and EN21 of the Unitary Development Plan and Policy 7.19 of The London Plan 2011'		
Page 72	Condition 9: Replace 'Policy 4A.14 of The London Plan, as amended 2008 with 'Policy 5.13 of The London Plan 2011'		
Page 72	Reason 1: Land Use: Replace Policies 4A.22 and 4B.1 of The London Plan consolidated with alterations since 2004' with 'Policies 5.16, 5.17 and Policy 7.1 of The London Plan 2011'.		
Page 72	Reason 2: Design: Replace 'Policy 4B.1 of The London Plan consolidated with alterations since 2004' with 'Policy 7.1 of The London Plan 2011'.		
Page 73	Reason 5 Environmental: Replace 'Policy 2A.1 of The London Plan' with 'Policy 2.2 of The London Plan 2011'.		
Page 73	Para 1.1, line 3; replace the first 'east' with 'west'.		

Page 74 Para 1.5, line 9; delete ...and this is proposed to change within this application' and replace with 'however, permission was subsequently granted in 1995 to vary the condition to allow putrescible waste to be brought to the property'.

Page 75 Para 3.2, line 16; delete 'would be constructed of profiled galvanised steel sheet with blue coloured walls' and replace with 'would be constructed of blue profiled galvanised steel sheeting'

Reg. No: 2011/01385/FUL	Site Address: 1-3 Chesilton Road, SW6 5AA	Ward Town	Page 79
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Page 82 Replace condition 14 with the following

'The number of students on the school register shall not exceed 1000 per day and each of the three, 3 hour periods of instruction per day shall not exceed 350 students per period.

In order to safeguard the amenities of neighbouring occupiers and the area generally, in accordance with policy TN8, TN13 and EN21 of the Unitary Development Plan, as amended in September 2007'

Page 83 Condition 16, alter opening hours to read 08.00 hours and 18.30 hours.

Page 84 Reason 1 Land Use: Add London Plan 2011 policy 3.18.

Reg. No: 2011/01578/FUL	Site Address: Hurlingham & Chelsea School Peterborough Road SW6	Ward Sands End	Page 90
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Page 90 Applicant Details: Add "Hurlingham and Chelsea School"

Page 95 'Reason 1 Land Use : Delete "...London Plan consolidated with alterations since 2004, published in February 2008" and replace with "...The London Plan 2011, policy 3.18."

Page 97 Paragraph 2.2: Add
Two additional responses received from Hammersmith and Fulham Historic Buildings Group (dated 25/07/2011) and Fulham Society (dated 27/07/2011). Object under the following grounds:
Hammersmith and Fulham Historic Buildings Group
- Loss of the tiling to the front fascia of the building
Fulham Society
- Moving library to this site
- Access and opening hours arrangements
- Infilling and removal of tiles to the front fascia of the building
- Every effort should be made to retain as much of the tiles as possible and a full photographic record should be made

Paragraph 2.3: Add
Response from the Environment Agency. No objection provided mitigation measures from table in Cell D2 of Planning Policy Statement (PPS25) are incorporated.

Page 98 Paragraph 3.4: Replace reference to Policy 3A.18 and 3A.24 with the London Plan 2011 policy 3.18.

Page 99 Paragraph 3.4: Replace reference to Policy 3A.18 and 3A.24 with the London Plan 2011 policy 3.18.

London Borough Of Hammersmith & Fulham

Planning Applications Committee

Agenda for 14th September 2011

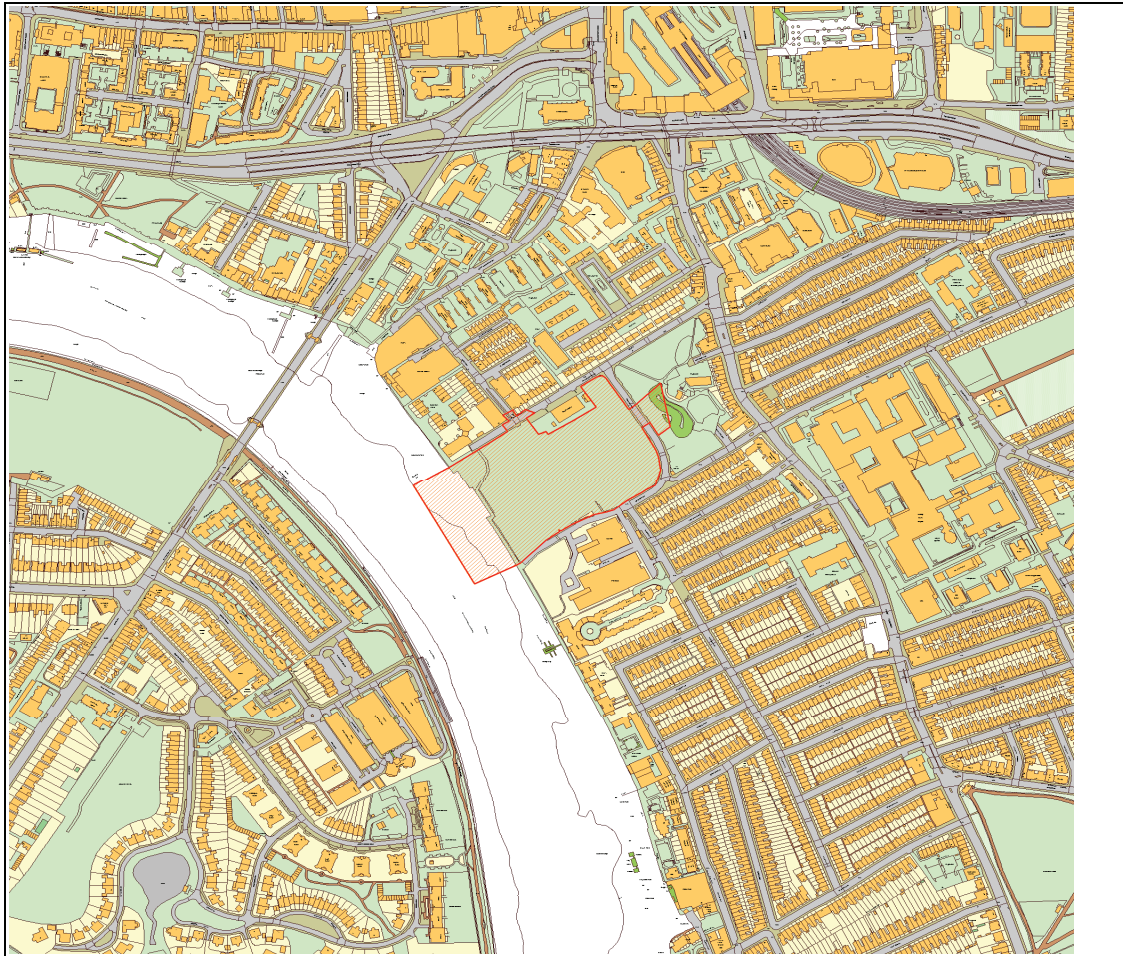
Index of Applications, Enforcement Actions, Advertisements etc.

WARD: REG NO:	SITE ADDRESS:	PAGE:
Fulham Reach 2011/00407/COMB	Hammersmith Embankment Site Known As 'Fulham Reach' Land Bound By Chancellor's Road, Distillery Road And Winslow Road, Including Sections Of Thames Path, Thames River, Frank Banfield Park, And Highway Land London W6	10
Hammersmith Broadway 2011/01147/FUL	Temple Lodge 51 Queen Caroline Street London W6 9QL	85
Hammersmith Broadway 2011/01149/LBC	Temple Lodge 51 Queen Caroline Street London W6 9QL	96
Ravenscourt Park 2011/01239/FUL	405 - 409 King Street London W6 9NQ	100
Ravenscourt Park 2011/01248/CAC	405 King Street London W6 9NQ	129

Ward: Fulham Reach

Site Address:

Hammersmith Embankment Site Known As 'Fulham Reach' Land Bound By Chancellor's Road, Distillery Road And Winslow Road, Including Sections Of Thames Path, Thames River, Frank Banfield Park, And Highway Land London W6



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For identification purposes only - do not scale.

Reg. No:

2011/00407/COMB

Case Officer:

Jason Kaye

Date Valid:

01.03.2011

Conservation Area:

Fulham Reach Conservation Area - Number 39

Committee Date:

14.09.2011

Applicant:

St George (Central London) Ltd
St George House 17-19 Imperial Road London SW6 2AN

Description:

Hybrid Planning Application (part outline/part detailed) for the mixed use development of the site to provide; 744 residential units, ancillary residents' gym and pool; 3,823 sqm. of commercial floor space (Use Classes A1-A4, B1, D1 and D2); 440 sqm. boat storage facility and ancillary boat club facilities (Use Class B1/A4/D1/B8); comprising 8 blocks (ranging from 3 to 9 storeys in height); basement level parking for 470 cars, 44 motorcycles and 956 bicycles; a pontoon extending into the Thames River; landscaped open space; works to the Thames Path; new site access arrangements; alterations to the public highway and realignment of access routes through Frank Banfield Park and Park boundary treatment; (Approval sought for Access, Layout and Scale, with matters of Landscaping and Appearance reserved for later determination). Plus; Full details (Access, Layout, Scale, Appearance, Landscaping) for Phase 1; comprising 138 residential units; 1,169 sqm. of commercial floor space (Use Classes A1-A4, D1 and D2) and 440 sqm. boat club/storage facility (Use Classes B1/A4/D1/B8) within an 8 storey building, with podium level private amenity space (Block A); Thames Path works; Thames River Pontoon; vehicle access to basement parking level off Chancellor's Road and landscaping.

Drg Nos: 00392-01; 00392-02; 03 RevB; 00392-001 RevC; 002 RevA; 003 RevA; 004 RevA; 005 RevA; 006 RevA; 007 RevA; 008 RevB; 009 RevB; 201 RevA; 202 RevB; 203 RevB; 301 RevA; 302 RevB; 303 RevB; 304 RevB; 401; 402 RevA; 403 RevA; 404 RevA; 310; 410; 020 RevA; 021 RevA; SP-001 RevA; SP-002 RevB; MP-001 RevB; MP-U-001 RevB; SE-001 RevB; SE-002 RevB; SE-003 RevA; D0138_005 RevB; D0138_006 RevB; D0138_007 RevB; D0138_008 RevB; D0138_009 RevA; D0138_010 RevB; D0138_011 RevB; D0138_015 RevA; D0138_017 RevB; D0138_018 RevB; D0138_020 RevB; D0138_022; T100; 3000 RevB; 4000 RevB; SK001 5000; 5001; S404/14; S404/15; 1101-01-101 RevI; and 1101-01-102 RevI

Application Type:

Combined Full and Outline Application

Officer Recommendation:

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

- 1) The detailed element of the development hereby approved (Phase 1) shall not commence later than the expiration of 3 years beginning with the date of this planning permission.

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

- 2) The outline element development hereby approved shall be begun within 3 years of the date of this permission or following the expiration of 2 years from the final

approval of reserved matters, whichever is the later unless otherwise agreed in writing by the Council.

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).

- 3) The development hereby approved shall be completed within 8 years of commencement, unless otherwise approved in writing by the Council.

Condition required to ensure that the development accords with the provisions and assessment of the approved Environmental Statement.

- 4) The development shall be carried out and completed in accordance with the following drawings submitted, unless agreed in writing by the Council: 00392-01; 00392-02; 03 RevB; 00392-001 RevC; 002 RevA; 003 RevA; 004 RevA; 005 RevA; 006 RevA; 007 RevA; 008 RevB; 009 RevB; 201 RevA; 202 RevB; 203 RevB; 301 RevA; 302 RevB; 303 RevB; 304 RevB; 401; 402 RevA; 403 RevA; 404 RevA; 310; 410; 020 RevA; 021 RevA; SP-001 RevA; SP-002 RevB; MP-001 RevB; MP-U-001 RevB; SE-001 RevB; SE-002 RevB; SE-003 RevA; D0138_005 RevB; D0138_006 RevB; D0138_007 RevB; D0138_008 RevB; D0138_009 RevA; D0138_010 RevB; D0138_011 RevB; D0138_015 RevA; D0138_017 RevB; D0138_018 RevB; D0138_020 RevB; D0138_022; T100; 3000 RevB; 4000 RevB; SK001; 5000; 5001; S404/14; S404/15; 1101-01-101 RevI; and 1101-01-102 RevI.

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, 7.21, 7.27 and 7.30 of the London Plan (2011) and policies EN2, EN3, EN8, EN25, EN31, EN31X, EN32 and EN35 of the London Borough of Hammersmith and Fulham UDP (as amended 2007) and policies BE1, RTC1 and HTC of the emerging Core Strategy.

- 5) 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 and related site area 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, EN8 and EN10 and Standards S5A, S7, S18 and S20 of the London Borough of Hammersmith and Fulham UDP (as amended 2007).

- 6) No phase of the development, other than Phase 1 as defined by the application, shall be commenced prior to the submission to and approval in writing of details of the design and external appearance of the buildings and landscaping (called "the reserved matters") and the development shall be carried out in accordance with these details as approved.

Reason: To accord with the terms of the application, as part of the application is in outline form only and is not accompanied by full detailed plans, and to comply with the provisions of the Town and Country Planning Act 1990.

- 7) No development shall take place until the applicant has secured the implementation of a programme of archaeological work across the site (including any parts of the foreshore of the River Thames affected by the proposed pontoon) in accordance with a written scheme for investigation which has been submitted by the applicant and approved by the Council. The scheme shall make provision for a) the excavation of those parts of the site not previously investigated, b) the assessment of the results from all investigations, and proposals for their publication, c) the publication of the results, d) the deposition of the site archive. The archaeological works shall be carried out by a suitably qualified investigating body acceptable to the Council in accordance with the approved details.

To ensure that the archaeological heritage of the application site is properly investigated in accordance with Policy EN7 of the London Borough of Hammersmith and Fulham UDP (as amended 2007).

- 8) 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).

- 9) No development shall commence until a desktop study, site investigation scheme, intrusive investigation and risk assessment have been submitted to and approved in writing by the Council. The desk study will identify all previous site uses, potential contaminants associated with those uses, a conceptual model of the site indicating sources, pathways and receptors and any potentially unacceptable risks arising from contamination at the site. The site investigation scheme will provide information for an assessment of the risk to all receptors that may be affected, including those off site. The risk assessment will assess the degree and nature of any contamination on site and to assess the risks posed by any contamination to human health, controlled waters and the wider environment. A detailed method statement for any required remediation works will need to be submitted to, and approved in writing, by the Council. All works must be carried out by a competent

person conforming to CLR 11: Model Procedures for the Management of Land Contamination (DEFRA 2004).

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 emerging Core Strategy.

- 10) No development shall commence in any phase until any required remediation works have been completed and a validation report to verify these works has been submitted to, and approved in writing, by the Council unless otherwise authorised. 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 and verified in an amendment to the remediation statement. All works must be carried out by a competent person conforming to CLR 11: Model Procedures for the Management of Land Contamination (DEFRA 2004).

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 emerging Core Strategy.

- 11) 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).

- 12) 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).

- 13) 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).

- 14) Prior to first occupation of any phase of development, confirmation that the residential units meet the requirements of level 3 of the Code for Sustainable Homes and a BREEAM assessment of the non residential units 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).

- 15) Prior to first occupation 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 detail 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).

- 16) 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).

- 17) Prior to commencement of development a site wide accessibility strategy, covering both public and private elements of the development shall be submitted to and approved in writing by the Council. Prior to the commencement of each phase of development, details of compliance of that phase with the approved strategy shall be submitted to and approved in writing by the Council. Development shall accord with the details as approved.

To ensure that a suitable environment is provided for future site occupiers and visitors with mobility or other impairments, in accordance with policies 7.2 and 7.5 of the London Plan (2011) and policies EN8 and TN4 of the London Borough of Hammersmith and Fulham UDP (as amended 2007).

- 18) 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).

- 19) No phase of development shall commence until particulars and samples of all of the materials to be used in all external faces of that phase, and details of all paving and external hard surfaces, boundary walls, railings, gates, fences and other means of enclosure within that phase have been 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 and EN8 of the London Borough of Hammersmith and Fulham UDP (as amended 2007).

- 20) 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).

- 21) Prior to commencement of phases that include pedestrian accesses to the site, detailed drawings of the proposed accesses, along with a completed safety audit, shall be submitted to and approved in writing by the Council. Development shall accord with the approved details.

To ensure that all access points provided into the site are safe for site and highway users in accordance with policies 6.3 and 6.10 of the London Plan (2011) and policy TN5 of the London Borough of Hammersmith and Fulham UDP (as amended 2007).

- 22) 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).

- 23) Prior to commencement of each phase of development, details shall be submitted to and approved in writing by the Council, of an enhanced sound insulation value $D_{nT,w}$ for the floor/ceiling /wall structures separating different types of rooms/ uses in adjoining dwellings, namely living rooms/ kitchens adjoining bedrooms of separate dwelling. Approved details shall be implemented prior to occupation of the relevant phase of development and thereafter be permanently retained.

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

- 24) Prior to commencement of each phase other than Phase 1, details shall be submitted to and approved in writing by the Council, of the layout and internal arrangement within the building. Details shall ensure that:

Large family units are not situated above smaller units.

Similar types of rooms in neighbouring dwellings are stacked above each other or adjoin each other.

Halls are used as buffer zones between sensitive rooms and main entrances, staircases, lift shafts, service areas and other areas for communal use.

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

To ensure that the amenity of occupiers of the development site is not adversely affected by unreasonable neighbour noise due to the layout and arrangement of rooms and communal areas, in accordance with Policy EN20A, EN20B and EN21 of the London Borough of Hammersmith and Fulham UDP (as amended 2007).

- 25) Prior to commencement of any phase of the development hereby approved, details shall be submitted to and approved in writing by the Council, of the noise and vibration levels of proposed commercial noise sources, including building services plant including appropriate noise mitigation measures to ensure that the external noise level at the [development site] [nearest and/or most affected noise sensitive premises] is 10dBA Leq below background LA90, as assessed according to BS4142:1997, with all machinery operating together and internal room and external amenity noise standards will be achieved in accordance with BS 8233:1999. Approved details shall be implemented prior to occupation of the relevant phase and thereafter be permanently retained.

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

- 26) Prior to commencement of any phase of development, details of anti-vibration measures shall be submitted to and approved in writing by the Council. The measures shall ensure that any machinery, plant/ equipment, extract/ ventilation system and ducting are mounted with proprietary anti-vibration isolators and fan

motors are vibration isolated from the casing and adequately silenced. Approved details shall be implemented prior to occupation of the relevant phase 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 London Borough of Hammersmith and Fulham UDP (as amended 2007).

- 27) Prior to commencement of any phase of development, details shall be submitted to and approved in writing by the Council, of the sound insulation of the floor/ceiling /walls separating the commercial part(s) of the premises from dwellings. 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 relevant phase 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 London Borough of Hammersmith and Fulham UDP (as amended 2007).

- 28) Prior to commencement of any phase of development, details shall be submitted to and approved in writing by the Council, of the installation, operation, and maintenance of any odour abatement equipment and extract systems, 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 London Borough of Hammersmith and Fulham UDP (as amended 2007).

- 29) All external doors to any non-residential kitchen shall be fitted with self closing devices, which shall be maintained in an operational condition and at no time shall any external door nor windows to a non-residential kitchen be fixed in an open position.

To ensure that the amenity of occupiers of surrounding premises is not adversely affected by smell, steam and other effluent, in accordance with Policy EN20A and EN21 of the London Borough of Hammersmith and Fulham UDP (as amended 2007).

- 30) Prior to commencement of each phase of development, 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 relevant phase and thereafter be permanently retained.

Reason: 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 London Borough of Hammersmith and Fulham UDP (as amended 2007).

- 31) Prior to the display of the any illuminated sign or advertisement, details shall be submitted to and approved in writing by the Council, of artificial lighting levels (candelas/ m2 size of sign/advertisement). Details shall demonstrate that the recommendations of the Institution of Lighting Professionals in the 'Guidance Notes For The Reduction Of Light Pollution 2005' will be met, particularly with regard to the 'Technical Report No 5, 1991 - Brightness of Illuminated Advertisements'. Approved details shall be implemented prior to use/ display of the sign/ advertisement 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 London Borough of Hammersmith and Fulham UDP (as amended 2007).

- 32) Prior to the first occupation of any non residential unit, details of operational hours for the unit shall be submitted to and approved in writing by the Council. Use of the unit shall accord with the hours as approved.

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

- 33) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (Amendment) (No.2) (England) Order 2008 (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 granted.

To ensure that the visual impact of telecommunication equipment can be considered, in accordance with Policy EN2, and EN8 of the London Borough of Hammersmith and Fulham UDP (as amended 2007).

- 34) Notwithstanding the provisions of the Town and Country Planning (Use Classes) Order 1987 (as amended), the use of non-residential buildings within each phase of development shall be restricted to those uses identified in the application description and the approved parameter plans, and no changes to these uses shall be permitted without the prior written approval of the Council, through the submission of a full planning application for change of use.

To ensure that no changes of use are undertaken that result in impacts not previously assessed, in accordance with policies 6.3, and 6.13 of the London Plan (2011) and policies EN8, EN10, EN20B, SH1 and TN13 of the London Borough of Hammersmith and Fulham UDP (as amended 2007).

- 35) Notwithstanding the provisions of Classes A, B, C, D, E, F and G of Part 1 of Schedule 2 to the Town and Country Planning (General Permitted Development) (Amendment) (No. 2) (England) Order 2008, no development within the curtilage

of a dwellinghouse which forms part of the overall development hereby approved shall be carried out without the prior permission of the Council, obtained through the submission of a planning application.

In the interests of the living conditions of neighbouring properties within the development, in accordance with policy EN8 of the London Borough of Hammersmith and Fulham UDP (as amended 2007).

- 36) 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).

- 37) 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) and policy EN10 of the London Borough of Hammersmith and Fulham UDP (as amended 2007).

- 38) 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).

- 39) Prior to the commencement of development, other than site preparation or remediation, a site wide strategy for the provision of children's playspace on the site shall be submitted to and approved in writing by the Council. Details of compliance with this strategy shall be submitted prior to the commencement of each phase of the development, and the measure shall be implemented as approved and retained thereafter.

To ensure the suitable provision of playspace and incidental play opportunities for children throughout the development, in accordance with policy 3.6 of the London

Plan (2011) and policy EN23B of the London Borough of Hammersmith and Fulham UDP (as amended 2007).

- 40) 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).

- 41) 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).

- 42) 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).

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

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

- 44) 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 Council in consultation with the sewerage undertaker. No discharge of foul or surface water from the site shall be accepted into the public system until the drainage works referred to in the strategy have been completed.

As the development may lead to sewage flooding the condition is necessary to ensure that sufficient capacity is made available to provide for the new development; and in order to avoid adverse environmental impact upon the community in accordance with policies 5.13 and 5.14 of the London Plan (2011).

- 45) 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 Council 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 and the condition is necessary to ensure that these are protected during construction, in accordance with policies 5.14 and 5.15 of the London Plan (2011).

- 46) Development shall not commence until impact studies of the existing water supply infrastructure to determine the magnitude of any new additional capacity required in the system and a suitable connection point have been submitted to, and approved in writing by, the Council. Development shall accord with the approved details.

To ensure that the water supply infrastructure has sufficient capacity to cope with the additional demand arising from the development in accordance with policies 5.14 and 5.15 of the London Plan (2011).

- 47) No more than 750sqm of retail floorspace shall be provided on the site and no retail unit shall exceed 100sqm floorspace.

To ensure that retail provision on the site does not compromise the vitality or viability of adjacent defined retail locations, in accordance with the guidance of Planning Policy Statement 4: Planning for Sustainable Economic Growth (2009).

- 48) Notwithstanding the details shown on the plans hereby approved, prior to commencement of development, revised details shall be submitted demonstrating adequate tracking and vertical clearance of the access ramp and refuse servicing area.

To ensure that the detailed design of the access ramp provides sufficient vertical clearance and capacity for vehicle manoeuvring in accordance with policies EN17 and TN28 of the London Borough of Hammersmith and Fulham UDP (as amended 2007).

- 49) Prior to commencement of phase 1 of the development, detailed design measures to ensure that the pontoon structure does not result in any scouring of the river bed shall be submitted to and approved in writing by the Council. Development shall proceed in accordance with the details as approved, and such measures shall be retained thereafter.

Minor revision to the design of the pontoon following further technical analysis of the interaction of the pontoon structure with the river current is likely to be necessary to prevent scouring of the river bed, in accordance with policies EN32 and EN35 of the London Borough of Hammersmith and Fulham UDP (as amended 2007).

- 50) Prior to first occupation of phase 1 of the development, a management plan shall be submitted to and approved in writing by the Council setting out measures to ensure that the use of the Boat Club does not result in detriment to the living conditions of neighbouring residential properties within or in proximity to the development. Measures shall be implemented in accordance with the approved management plan and adhered to 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 and EN21 of the London Borough of Hammersmith and Fulham UDP (as amended 2007).

- 51) Prior to the commencement of development of Block A, other than site preparation or remediation, details of proposed privacy screens to be applied to the balconies to mitigate internal overlooking within Block A, including full plan detail and material samples, shall be submitted to and approved in writing by the Council. Development shall proceed in accordance with the approved measures, and they shall be retained hereafter.

To prevent overlooking within the development in the interests of appropriate living conditions of future occupiers, in accordance with policy 3.5 of the London Plan (2011) and Standard S13.2 of the London Borough of Hammersmith and Fulham UDP (as amended 2007).

- 52) The development hereby permitted shall not commence on Phase 1 prior to the submission and approval in writing by the Council of details in plan, section and elevation (at a scale of not less than 1:20) of typical bays including detail of cladding, fenestration, balconies and entrances, and no part of the development shall be used or occupied prior to the completion of that part of the development in accordance with the approved details.

To ensure a satisfactory external appearance and to prevent harm to the streetscene, in accordance with Policy EN2 and EN8 of the London Borough of Hammersmith and Fulham UDP (as amended 2007).

- 53) With exception to the roof terrace areas shown on the Phase 1 drawings hereby approved, no part of the remainder of the flat roof areas provided by the development hereby approved shall be used as a terrace or other open amenity space.

To ensure a satisfactory external appearance and so that the use of the buildings does not harm the existing amenities of the neighbouring residential properties as a result of overlooking, loss of privacy and noise and disturbance, in accordance with EN2, EN8, EN20A, EN20B, EN21 and standards S13.2, and S13.2A of the London Borough of Hammersmith and Fulham UDP (as amended 2007).

- 54) No plumbing, extract flues or pipes, other than rainwater pipes shall be fixed on the external elevations of the development of Phase 1 hereby approved.

To ensure a satisfactory external appearance and to prevent harm to the street scene and the conservation area, in accordance with Policy EN2, and EN8 of the London Borough of Hammersmith and Fulham UDP (as amended 2007).

- 55) Prior to first occupation of any part of the development hereby approved, detail of how the river wall can accommodate a 600mm raising above the current statutory level (5.41m AOD) to accommodate for climate change, without encroaching riverward of the existing wall profile, shall be submitted to and approved in writing by the Council.

To ensure that the development can adequately respond to increased flood levels in accordance with policy 5.12 of the London Plan (2011).

- 56) The Riverwall improvements hereby approved shall only be carried out in accordance with the Riverwall Structural Survey Report, dated 19th July 2011 (reference: 4456/MCH/CV/107230 Rev 1), and shall be completed prior to first occupation of Phase 1 of the development, unless otherwise agreed in writing by the Council.

To ensure that the development will benefit from suitable flood protection, in accordance with policy 5.12 of the London Plan (2011).

Summary of reasons for granting planning permission:

- 1) 1. Landuse: The proposed development of the existing vacant site would generally accord with the guidance set out in the relevant site specific policy of the emerging Core Strategy and is considered to provide a suitable form of development in relation to the site's location and context. The overall quantum of development would accord with the policy requirement to optimise the use of the site. The proposed dwelling mix and affordable housing provision would relate to the specific circumstances of the area and would accord with policy guidance. The non-residential uses proposed would offer opportunities for leisure uses and services to meet the needs of future occupiers. The proposed community use Boat Club would offer a significant opportunity for a unique facility that provided benefit to the wider community. The proposed development therefore accords with policies 2.18, 3.3, 3.4, 3.7, 3.10, 3.11, 3.12, 3.13, 3.16, 7.27 and 7.28 of the London Plan (2011) and policies G8, HO6, EN32, EN34A, EN35 and SH11 of the London Borough of Hammersmith and Fulham UDP (as amended 2007) and policies H1, H2, H3, C, CF1, CS8, HTC and RTC1 of the emerging Core Strategy.
2. Design: The application proposes an interesting response to the design constraints of the site, in the form of an outline master plan that details overall layout including routes through the site, public realm areas and building siting, along with parameter details for the proposed buildings. The first phase of this is provided in detail, proposing a warehouse aesthetic for one of the principle buildings within the site. The master plan is considered to address the riverside setting of the site and the relationship with surrounding heritage assets, including respecting the Grade II* Hammersmith Bridge, the setting of which would be preserved by the development. The scale proposed on the site responds to the

wider pattern of development that is characterised by rising heights to the river frontage from the surrounding lower scale urban area. 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 and 7.30 of the London Plan (2011) and policies EN2, EN3, EN8, EN25, EN31, EN31X, EN32 and EN35 of the London Borough of Hammersmith and Fulham UDP (as amended 2007) and policies BE1, RTC1 and HTC of the emerging Core Strategy.

3. Residential Amenity and Impact on Neighbouring Properties: While the majority of the proposed development has been submitted in outline form, the master plan provides a suitable layout and relationship between buildings to ensure that appropriate standards could be achieved at detailed design stage to provide high quality living conditions for future occupiers, including the provision of a safe and secure environment. High quality living conditions would be provided within the detailed phase, Block A, with all units benefiting from good levels of daylight/sunlight, outlook and privacy. As the site is currently vacant, the development would result in notable changes to the amenity of neighbouring properties. However, the resulting impact is generally minor in scale and the development would not result in degradation to unsatisfactory levels of amenity for any neighbouring property. 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 G3, 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 policies H3 and CC4 of the emerging Core Strategy.

4. Transport: The application proposes a reduced car parking level that would result in an overall residential car parking provision of 0.6 spaces per unit, which is considered to be reflective of the excellent access of the site to public transport and services and facilities and consistent with sustainable transport principles. Modelling of the development has shown that the resulting vehicle trip generation would not result in congestion of nearby road junctions. The development layout would integrate with surrounding roads would provide improved access to the riverside. External impacts of the development would be controlled by condition and section 106 provisions to contribute to improvements to Fulham Palace Road, improve pedestrian accessibility in the wider area, and prevent off spill car parking of surrounding roads and travel planning initiatives would be implemented on the site. 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 policy T1 of the emerging Core Strategy.

5. Sustainability: The application proposes an energy efficient form of development 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. Sustainable urban drainage principles are incorporated into the design to attenuate surface flows on the site, which would then be discharged to the Thames. Ecological enhancements are proposed to offset the loss of existing habitat on the site. 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

G0, EN28A, EN29 of the London Borough of Hammersmith and Fulham UDP (as amended 2007) and policies CC1, CC2, H3, OS1 and RTC1 of the emerging Core Strategy.

6. Land Contamination: The previous uses of the site have resulted in varying levels of contamination on the site, which has in part been addressed through previous remediation processes. The application proposes that the site would be remediated to an appropriate level for the sensitive residential and open space uses. The proposed development therefore accords with policy 5.21 of the London Plan (2011) and policy CC4 of the emerging Core Strategy.

7. Archaeology: The site is likely to have surviving archaeological remains that the application proposes to address by way of a watching brief throughout relevant construction times. The proposed development therefore accords with policy 7.8 of the London Plan (2011), policy EN7 of the London Borough of Hammersmith and Fulham UDP (as amended 2007) and policy BE1 of the emerging Core Strategy.

8. Planning Obligations: The application proposes that unavoidable external impacts on surrounding physical and social infrastructure are mitigated by way of financial contributions to fund improvements that are necessary as a consequence of the increased use arising from the population yield from the development. A range of such contributions and significant provision of community facilities are proposed. The proposed development would therefore mitigate external impacts and would accord with policy 8.2 of the London Plan (2011), policy EN23 of the London Borough of Hammersmith and Fulham UDP (as amended 2007) and policy CF1 of the emerging Core Strategy.

LOCAL GOVERNMENT ACT 2000 LIST OF BACKGROUND PAPERS

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

Application form received: 7th February 2011
Drawing Nos: see above

Policy documents: The London Plan 2011
Unitary Development Plan as amended September 2007.

Consultation Comments:

Comments from:

Hammersmith And Fulham Disability Forum
Hammersmith Embankment Residents Association
Digby Mansions (39-58A) Residents' Association
Sport England London Region
Port Of London Authority
Digby Mansions (39-58A) Residents' Association

Dated:

20.04.11
05.04.11
30.03.11
04.04.11
20.06.11
30.03.11

Hammersmith Mall Residents' Association	31.03.11
Hammersmith Embankment Residents Association	04.04.11
Transport For London - Street Management	29.03.11
English Heritage London Region	21.03.11
Commission For Architecture And The Built Environment	18.03.11
Port Of London Authority	08.04.11
Thames Water - Development Control	30.03.11
Crime Prevention Design Advisor - Hammersmith	15.03.11
Health And Safety Executive	14.07.11
Hammersmith & Fulham Historic Buildings Group	13.04.11
The Hammersmith Society	04.04.11
Hammersmith Embankment Residents Association	30.03.11
London Borough Of Richmond-upon-Thames	07.07.11
Ranelagh Sailing Club	12.07.11
Hammersmith Mall Residents' Association	26.07.11
The Hammersmith Society	29.07.11
Metropolitan Police Licensing Officer	17.08.11
Thames Water - Development Control	04.07.11
Digby Mansions (39-58A) Residents' Association	26.07.11
Hammersmith Mall Residents' Association	26.07.11
Brackenbury Residents' Association	07.04.11
The Hammersmith Society	07.04.11

Neighbour Comments:

Letters from:

72 Yeldham Road London W6 8JG
NAG
38 King Henry's Reach Manbre Road London W6 9RH
39 Purcell Crescent London SW6 7PB
40a Chancellors Road
30 Ellaline Road London W6 9NZ
92 Rannoch Road London W6 9SW
17B Petley Road London
27 King Henrys Reach Manbre Road London W6 9RH
34 King Henrys Reach Manbre Road London W6 9RH
NAG
62 Yeldham Road London W6 8JG
Ground Floor Flat 59 Winslow Road London W6 9SF
19 Rainville Road London W6 9HA
22 Chancellors Wharf Crisp Road London W6 9RT
28 Chancellors Wharf Crisp Road London W6 9RT
10 Chancellors Wharf Crisp Road London W6 9RT
35 Chancellors Wharf Crisp Road London W6 9RT
24 Skelwith Road
17 Rannoch Road
38 Rannoch Road London W6 9SR
20 Thames Reach 80 Rainville Road London W6 9HS
104 Rainville Court Rainville Road London W6 9HJ
52 Riverview Gardens London SW13 8ZZ
141 Rainville Court Rainville Road London W6 9HN
47 Riverview Gardens London SW13 8QZ

Dated:

26.07.11
27.07.11
05.07.11
24.08.11
10.07.11
09.08.11
04.08.11
21.08.11
22.08.11
16.08.11
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17.08.11
27.08.11
28.08.11
26.08.11
31.08.11
31.08.11
31.08.11
30.08.11
30.08.11

107 Yeldham Road London W6 8JQ	26.08.11
65 Beryl Road London W6 8JS	26.08.11
64 Yeldham Road London W6 8JG	30.08.11
Distillers Arms 64 Fulham Palace Road London W6 9PH	31.08.11
36 Chancellors Wharf Crisp Road	29.08.11
26 Rosebank Holyport Road London SW6 6LG	04.07.11
42 Fulham Palace Road London W6 9PH	31.08.11
52 Fulham Palace Road London W6 9PH	31.08.11
52 Fulham Palace Road London W6 9PH	31.08.11
119 Fulham Palace Road London W6 8JA	31.08.11
21 Winslow Road London W6 9SF	05.08.11
NAG	25.08.11
38 Lochaline Street London W6 9SH	15.08.11
15 Skelwith road, W6 9et	04.09.11
21 Winslow Road London W6 9SF	03.08.11
38 Lochaline Street London W6 9SH	16.08.11
Flat 53 William Hunt Mansions 4 Somerville Avenue SW13 8HT	17.08.11
23 Beryl Road London W6 8JS	17.08.11
71 Rannoch Road London W6 9SS	17.08.11
69 Rannoch Road London W6 9SS	17.08.11
103 Yeldham Road London W6 8JQ	17.08.11
76 Rannoch Road London W6 9SP	17.08.11
20 Lochaline Street London W6 9SH	14.08.11
7 Winslow Road London W6 9SF	14.08.11
51 Winslow Road London W6 9SF	23.08.11
69 King Henrys Reach Manbre Road London W6 9RH	01.07.11
67 King Henrys Reach Manbre Road London W6 9RH	22.08.11
52 Chancellors Road London W6 9RS	30.08.11
38 Chancellors Road London W6 9RS	02.08.11
56 Chancellors Road London W6 9RS	06.07.11
15 St James Street London W6 9RW	31.08.11
11 St James Street London W6 9RW	14.07.11
102 Fulham Palace Road London W6 9PL	11.08.11
House Of Commons London SW1A 0AA	18.07.11
16 Marksbury Avenue Richmond Surrey TW9 4JF	22.07.11
32 Rainville Road London W6 9HA	01.07.11
28 King Henry's Reach Manbre Road London	15.08.11
NAG	09.08.11
12 St James Street London W6 9RW	26.08.11
13 Skelwith Road	03.09.11
Flat 1 80 Fulham Palace Road London W6 9PL	17.08.11
77 Biscay Road London W6 8JW	16.08.11
17 Petley Road London W6 9SU	21.08.11
72 King Henry's Reach Manbre Road London	30.08.11
23 Skelwith Road	27.08.11
45 King Henrys Reach Manbre Road London W6 9RH	16.08.11
77 Lily Close St Paul's Court London W14 9YB	02.08.11
14 Caroline House Queen Caroline Street London W6 9RG	17.08.11
NAG	17.08.11
NAG	17.08.11
32 Joanna House Queen Caroline Street	04.09.11
69 Biscay Road London W6 8JW	14.08.11

14 Skelwith Road	03.09.11
58A Parfrey Street, London,	04.09.11
69 Biscay road	14.08.11
Flat B First Floor 20 Rainville Road London W6 9HA	17.08.11
Flat B First Floor 12 Yeldham Road London W6 8JE	17.08.11
43 Rannoch Road London W6 9SS	17.08.11
80 Rannoch Road London W6 9SP	17.08.11
15 King Henrys Reach Manbre Road London	30.08.11
26 Skelwith Road	01.09.11
11A Chancellors Street London W6 9RN	01.07.11
11a Chancellors Street	23.07.11
14 King Henrys Reach Manbre Road London W6 9RH	16.08.11
The Seasons 17 Upper Mall London W6 9TA	25.06.11
17 King Henrys Reach Manbre Road London W6 9RH	16.08.11
Flat 42 King Henrys Reach Manbre Road	07.08.11
42 King Henrys Reach Manbre Road London W6 9RH	23.06.11
16 Marksbury Avenue Richmond Surrey TW9 4JF	27.06.11
NAG	04.07.11
NAG	25.06.11
16 Marksbury Avenue Richmond Surrey TW9 4JF	30.06.11
22 Chancellors Wharf Crisp Road London W6 9RT	21.07.11
24 Skelwith road	05.09.11
Ground Floor Flat 59 Winslow Road London W6 9SF	29.07.11
36 Chancellors Wharf Crisp Road	29.08.11
Flat 8 Dorset Wharf 127 Rainville Road London W6 9HL	18.08.11
40 Yeldham Road London W6 8JE	24.08.11
47 Rannoch Road London W6 9SS	24.08.11
11 Skelwith Road	04.09.11
107 Colwith Road	04.09.11
88 Cranbrook road	05.09.11
38 King Henry's Reach, Manbre Road, London	16.08.11
30 Riverview Gardens Barnes London SW13 8QY	20.07.11
33 Larnach Road London W6 9NX	22.07.11
65 Maltings Place London SW6 2BY	21.07.11
Flat 2 92 Wyatt Drive London SW13 8AG	19.08.11
146 Rainville Court Rainville Road London W6 9HN	18.08.11
11 Biscay Road London W6 8JW	18.08.11
124 Rainville Court Rainville Road London W6 9HJ	19.08.11
27 Rainville Road London W6 9HA	22.08.11
88 Biscay Road London W6 8JN	22.08.11
Flat 5, King Henrys Reach Manbre Road W6 9RH	25.08.11
65 Parfrey Street London W6 9EW	16.08.11
45 Parfrey Street London W6 9EW	19.08.11
27 Parfrey Street London W6 9EW	17.08.11
46 Parfrey Street London W6 9EN	24.08.11
18 Parfrey Street London W6 9EN	18.08.11
59 Lochaline Street London W6 9SJ	23.08.11
51 Lochaline Street London W6 9SJ	23.08.11
41 Lochaline Street London W6 9SJ	15.08.11
32 Chancellors Wharf Crisp Road London W6 9RT	26.08.11
48 Chancellors Road London W6 9RS	08.08.11
48 Chancellors Road London W6 9RS	18.03.11

40A Chancellors Road London W6 9RS	23.08.11
30 Chancellors Road London W6 9RS	16.08.11
22 Chancellors Road London W6 9RS	17.08.11
33 Lochaline Street London W6 9SJ	17.08.11
47 King Henrys Reach Manbre Road London W6 9RH	31.03.11
60 Chancellors Road London W6 9RS	11.04.11
40 Chancellors Wharf Crisp Road London W6 9RT	22.03.11
38 Chancellors Wharf Crisp Road London W6 9RT	25.03.11
36 Chancellors Wharf Crisp Road London W6 9RT	29.03.11
35 Chancellors Wharf Crisp Road London W6 9RT	28.03.11
9 St James Street London W6 9RW	23.03.11
69 King Henrys Reach Manbre Road London W6 9RH	19.08.11
4 St James Street London W6 9RW	22.08.11
11 St James Street London W6 9RW	30.03.11
30 Chancellors Wharf Crisp Road London W6 9RT	23.03.11
28 Chancellors Wharf Crisp Road London W6 9RT	28.03.11
24 Chancellors Wharf Crisp Road London W6 9RT	21.03.11
22 Chancellors Wharf Crisp Road London W6 9RT	29.03.11
19 Chancellors Wharf Crisp Road London W6 9RT	29.03.11
18 Chancellors Wharf Crisp Road London W6 9RT	25.03.11
12 Chancellors Wharf Crisp Road London W6 9RT	27.03.11
7 Chancellors Wharf Crisp Road London W6 9RT	31.03.11
5 Chancellors Wharf Crisp Road London W6 9RT	29.03.11
33 Chancellors Wharf Crisp Road London W6 9RT	20.03.11
127 Rannoch Road London W6 9SY	19.07.11
110 Rannoch Road London W6 9SW	16.08.11
71 Colwith Road London W6 9EZ	28.02.11
25 Rainville Road London, W6 9HA	22.03.11
94 Colwith Road London W6 9EZ	28.02.11
23 Thames Reach 80 Rainville Road London W6 9HS	30.08.11
20 Thames Reach 80 Rainville Road London W6 9HS	11.03.11
8 Thames Reach 80 Rainville Road London W6 9HS	23.08.11
56 King Henry's Reach London W6 9RH	13.03.11
The Seasons 17 Upper Mall London W6 9TA	23.03.11
7 Skelwith Road London W6 9EX	06.04.11
Chivas House 72 Chancellors Road London W6 9RS	25.03.11
70 Fulham Palace Road London W6 9PL	12.03.11
67 Riverview Gardens London	12.04.11
AOK Events The Coach House 1 Playfair Street W6 9SA	11.03.11
56 Chancellors Road London W6 9RS	12.03.11
16 Marksbury Avenue Richmond Surrey TW9 4JF	28.03.11
Flat 26 Rosebank Holyport Road SW6 6LG	18.04.11
20 Isabella House Queen Caroline Street London W6 9RF	18.04.11
30 Chancellors Wharf Crisp Road London W6 9RT	20.03.11
32 Chancellors Wharf Crisp Road London W6 9RT	22.03.11
12 Chancellors Street London W6 9RN	19.03.11
40A Chancellors Road London W6 9RS	31.03.11
Maisonette 2nd And 3rd Floors 102 Fulham Palace Road W6	25.03.11
60 Chancellors Road London W6 9RS	14.04.11
Deputy Chairman, Downriver Thames Regional Rowing Council	31.03.11
5 St James Street London W6 9RW	11.04.11
Director & Co Sec Hammersmith Junior Rowing Centre Trust	31.03.11

38 Chancellors Wharf Crisp Road London W6 9RT	25.03.11
36 Chancellors Wharf Crisp Road London W6 9RT	29.03.11
10 Rutland Grove London W6 9DH	10.04.11
118 Rannoch Road London W6 9SW	12.04.11
118 Rannoch Road London W6 9SW	12.04.11
30 Riverview Gardens Barnes London SW13 8QY	03.05.11
MP For Richmond Park And North Kingston	30.03.11
Deputy Chairman, Downriver Thames Regional Rowing Council	04.04.11
Director & Co Sec Hammersmith Junior Rowing Centre Trust	31.03.11
Rose House, 70 Barnes High Street London SW13 9LD	01.04.11
NAG	04.04.11
11A Chancellors Street London W6 9RN	27.03.11
33 Larnach Road London W6 9NX	31.03.11
3 Petley Road London W6 9SU	11.05.11
33 Chancellors Wharf Crisp Road London W6 9RT	24.03.11
6 Chancellors Street London W6 9RN	25.03.11
NAG	25.03.11
1 Rosaville Road London SW6 7BN	03.05.11
9 Skelwith Road London W6 9EX	10.03.11
18 Chancellors Street London W6 9RN	14.03.11
NAG	12.04.11
Chivas Brothers Ltd Chivas House 72 Chancellors Road	25.03.11
11A Chancellors Street London W6 9RN	27.03.11
The Seasons 17 Upper Mall London W6 9TA	05.05.11
22 Chancellors Wharf Crisp Road London W6 9RT	29.03.11

OFFICERS' REPORT

1.0 BACKGROUND

Site Description

Site and Surrounding Area

1.1 The application relates to the 2.93 hectare undeveloped balance of the riverside Hammersmith Embankment site in Fulham, bound by Chancellor's Road, Distillery Road, Winslow Road and the Thames Path. In addition to the main site, two further areas have been included within the application site area to address the proposed works to the Thames Path and provision of a pontoon in the river and the realignment of the existing pathway through Frank Banfield Park and location of the access onto Distillery Road. The wider site totals 4.0 hectares. The site has been renamed by the Applicant as Fulham Reach.

1.2 The site has an extensive history of commercial and industrial uses, including a distillery. Previous development approvals on the site have resulted in the site having been cleared of buildings. The site now comprises largely unmade ground related to previous site investigation and remediation, and a large area of hardstanding that is accessed from Distillery Road, which has been used for car parking.

1.3 The Thames Water pumping station compound located on Chancellor's Road, which is dominated by a large two to three storey scale building with an industrial appearance, is excluded from the application site area.

1.4 The 215m north-west (northern) main site boundary is formed by Chancellor's Road, which extends from the Thames River to Fulham Palace Road. There is currently no development on the southern side of Chancellor's Road other than the Thames Water pumping station. Development on the northern side of Chancellor's Road is characterised by three storey (including glower ground floor level) residential terraces. Three buildings in office use, ranging from three to five storeys, are located at the western end of Chancellor's Road. Crisp Road extends northward from Chancellor's Road towards the western end of the road.

1.5 The approximately 150m north-east (eastern) main site boundary is formed by Distillery Road, which extends from Chancellor's Road to Winslow Road. Frank Banfield Park is located on the eastern side of this road. In addition to Distillery Road, the Park has frontage to Chancellor's Road and Winslow Road, and extends to the rear of the properties that front onto Fulham Palace Road. The Distillery Centre is set within the Park, and can be accessed from Fulham Palace Road via Distillery Lane.

1.6 The 215m south-east (southern) main site boundary is formed by Winslow Road, which extends from the site to Fulham Palace Road. The northern side of the road is undeveloped. A two storey Victorian residential terrace extends along the southern side of Winslow Road. The western end of Winslow Road forms the northern boundary of the Hammersmith Embankment office development, which is formed of two, five storey buildings with extensive plant room area at roof level. The King Henry's Reach residential development is located beyond the Hammersmith Embankment development. Manbre Road extends southward from the site, to the rear of the existing Hammersmith Embankment office development.

1.7 The south-west (western) main site boundary is formed by 150m frontage to the Thames Path. Historic site uses utilised river transport, and the Thames Path and river wall are stepped for the northern half of the river frontage as a result of the former wharf. In the North West corner of the site, the Thames Path is diverted inland through the site. At low tide, an extensive area of foreshore is revealed to the front of the site.

Wider Context

1.8 The site is located outside of, but within easy reach of, the Hammersmith Town Centre (classified as a Major Town Centre in the London Plan) and transport interchange. Pedestrian and cycle access from the site to the town centre is provided by way of Fulham Palace Road, or the lesser trafficked Queen Caroline Street. Much of the area between the site and town centre is occupied by the Peabody Estate and Queen Caroline Estate, the latter rising to ten storeys. Related to the proximity to the town centre and also to the bus services of Fulham Palace Road, the site is considered to have very good public transport accessibility, with a PTAL of 6A (excellent).

1.9 To the east and south of the site, development is generally characterised by two storey Victorian terrace housing. However, it is the large scale of the Charing Cross Hospital building that dominates the built environment of the local area.

1.10 The river frontage of the site is obviously another significant and sensitive element of the surrounding context. Due to the curve of the Thames and the significant length of frontage, the site is visible up-river as far as The Ship Public House and on the southern side of the river as far as the curve of the Thames in the vicinity of Craven Cottage.

1.11 Development of the northern bank between Hammersmith Bridge and the site comprises the currently vacant Queens Wharf, and the larger scale Riverside Studios development, the five storey Chancellors Wharf development, and the five storey Chivas Regal office building.

1.12 The southern bank of the river is extensively developed in the vicinity of the site and dominated by the six storey former Harrods Depository building, now converted to residential use. However in comparison with the northern bank, the southern bank development is set back from the vegetated river bank. The river frontage to the south of the site is comprised of the large scale buildings of the Hammersmith Embankment office development, the six storey King Henry's Reach residential development, the Thames Reach development rising to six storeys, the three storey Thames Wharf development and the distinctive tall four storey building occupied by Richard Rogers Architecture Practice.

Heritage Context and Land-Use Designation

1.13 The site is located within the Fulham Reach Conservation Area. Land further to the north of the site is within the Hammersmith Odeon Conservation Area. While the Grade II* Listed Hammersmith Bridge is located 220m from the application site, development of the site has the potential to affect views of and from the bridge. The land on the southern side of the Thames facing the site is within the Castelnau Conservation Area and the former Harrods Depository building is grade II listed.

1.14 Accordingly, any development of the site would need to consider these heritage assets and ensure that a suitable design relationship with them was provided.

1.15 For clarity, as the site has been cleared of buildings there is no requirement for Conservation Area Consent.

1.16 The site is not the subject of any landuse designation in the Adopted London Borough of Hammersmith and Fulham Unitary Development Plan (as amended 2007), but is within an identified Archaeological Priority Area.

1.17 The site is the subject of a site specific designation in the Emerging Core Strategy (Post Submission Core Strategy June 2011). Strategic Policy HTC (Hammersmith Town Centre and Riverside) sets out the intention to encourage the regeneration of the town centre and linked Thames riverside area. The application site is identified as the Hammersmith Embankment former office site within Area 3 of the HTC policy framework.

1.18 The policy accepts that a residential led development is more appropriate for the site than office development and states:

1.19 The site should be developed for housing together with small scale leisure uses (e.g. riverside restaurants) and local facilities for residents. There should be a small riverside open space and access to the river for rowing.

Development should be designed to:

- take account of the local context and setting;
- enable access to the riverside from the surrounding area, and from the town centre; and

provide a mix of largely street based housing consisting of single houses with gardens, and maisonettes and flats in mansion blocks with gardens or shared amenity space.

1.20 Wider design guidance for the wider riverside regeneration areas states that development should provide a high quality design and appearance (not generally exceeding the equivalent of 6-8 residential storeys) that respects the setting and Hammersmith Bridge (Listed Grade II*).

1.21 The site is also located within the Thames Policy Area and within the Blue Ribbon Network.

Thames Tideway Tunnel

1.22 Associated with the Thames Water Pumping Station adjacent to the site, part of the site has recently been considered by Thames Water as part of the Thames Tunnel proposals. More specifically, the 2010 preferred and associated shortlisted sites consultation document 'Hammersmith Pumping Station' identified the northern half of the application site as a potential Thames Tunnel construction (tunnelling) site, and for a permanent, above ground, ventilation column building. The Applicant has been involved in subsequent and extensive discussions with Thames Water regarding these proposals. As reflected in the Thames Water consultation response to this application, the proposed Thames Tunnel use of the site would now be limited to a combined sewer overflow (CSO) shaft, linking the Pumping Station to the Thames Tunnel, with the site requirements limited to provision of a large manhole style access to the underground sewer. This access provision has been incorporated into the design of the proposed site layout and within the basement level.

Application Description

1.23 The application has been submitted in hybrid form, with the majority of the proposal submitted in outline form and full detail provided for the first phase of the development, including the pontoon and Thames Path. The application seeks approval for the residential led, mixed use redevelopment of the site. A total of 744 residential units are proposed along with 3,823sqm flexible (B1, A1-A4, D1 and D2 Use Class) floorspace, and a 440sqm rowing club. The full detail of the proposed development floorspace and unit mix is provided in Table 1.1.

1.24 While the majority of the proposed development has been submitted in outline form, approval is sought at this time for the overall quantum of development, the proposed masterplan layout of the development, including the siting of all buildings and the scale parameters (the building envelope) of all buildings, and the site access. The matters of landscaping and the detailed design of the buildings are reserved for later determination. The exception to this is proposed Block A, located in the northwest corner of the site, the river walk and pontoon, which are all within the extent of the detailed part of the application. Accordingly, full detail of this part of the proposed development are provided for consideration and determination at this time.

1.25 The application proposes eight buildings that would be set around two routes through the site. The east - west route roughly divides the site into a northern half and southern half, with proposed Blocks A, B and C located on the northern half and Blocks D, E F, G and H located on the southern half. A basement level of approximately 80% of the site is proposed, which would be accessed from a single point on Chancellors Road and provide a total of 466 car parking spaces (four additional garages are provided at ground floor level in Block C) and 938 cycle parking spaces, along with the

combined heat and power (CHP) plant room and plant associated with the ground level swimming pool. Multiple access cores are provided to the proposed development from this basement level.

1.26 Block A, a part seven, part eight storey, 'U' shaped building over a full ground floor level is proposed in the North West corner of the site, fronting onto the river and positioned adjacent to the existing Chivas Regal building. Full detail of this building is provided with the application, and a warehouse style aesthetic is proposed that is based around structural brick with deep window reveals over two floors of sandstone block. The upper floor (8th storey) of the building would extend only, approximately, half way down the length of each wing of the building and across the element that links the two wings.

1.27 At ground floor level, Block A would provide the proposed Boat Club, 1169sqm of flexible commercial space, a gymnasium and swimming pool for use by residents of the development, and the proposed reception and concierge office for the overall development. A total of 138 residential units would be provided on the upper floors of this Block, set around a first floor podium level communal amenity area.

1.28 A ground level site access, for use by service vehicles and other vehicles such as taxis would be provided to the rear (east) of this building from Chancellor's Road. This access would also form one of the principal pedestrian routes through the site, providing a continuation of Crisp Road. The basement level access would be located further to the east of the ground level access, adjacent to the Pumping Station boundary.

1.29 Proposed Block B would have a linear form that would extend along the site boundary with the Pumping Station from the rear of Block A to the eastern site boundary. This Block would rise from seven storeys where it fronted onto Frank Banfield Park to a maximum of nine storeys.

1.30 Proposed Block C would extend from the eastern end of Block B to Chancellors Road, along the eastern boundary of the Pumping Station. This four storey Block would be divided into town houses.

1.31 Blocks D and E would occupy the southern half of the eastern end of the site. The proposed 'L' shaped Block D would front onto both the north - south and east - west routes through the site. Block D would increase from six storeys fronting onto Frank Banfield Park to nine storeys at the central part of the building, before reducing back to six storeys at the southern end. Block E would be three storeys and would curve around the curved Winslow Road - Distillery Road frontage, meeting each end of Block D. An area of communal open space would be provided in the area between these two Blocks.

1.32 Proposed Block F would be positioned centrally within the southern half of the site. This 'U' shaped Block would rise to from seven to nine storeys. The north - south pedestrian route would enter the site to the rear of Block F, providing a continuation of Manbre Road.

1.33 Returning to the River Thames frontage, Blocks G and H would be positioned in front of Block F, next to Block A. While these two proposed Blocks are within the outline element of the scheme, as a reflection of the prominent position that they would occupy, further commitment on the detailed design of these Blocks has been provided by the

Applicant. These two Blocks would rise to seven storeys and are proposed to be of a high quality contemporary design that would contrast with the traditional, warehouse, design of Block A. The two Blocks would be extensively glazed with rounded ends, and set within a landscaped area.

1.34 The proposed pontoon, repairs to the river wall and improvements to the river walkway are all also within the detailed element of the application. The proposed pontoon would measure 5m x 25m to enable use of this by rowing eights. The walkway extending into the river would be formed from two stages meeting on a fixed pier driven into the river bed. The pontoon would be formed of a platform fixed to, and floating between, two piles driven into the river bed.

1.35 The application also proposes revision to the pedestrian routes and landscaping of Frank Banfield Park, so that the Distillery Road exit from the park would align with the entrance into the proposed development.

1.36 While the large Crack Willow tree located on the river frontage is proposed to be retained within the development, the application proposes the felling of all other trees on the site. Replacement landscaping is proposed but limited detail of this is provided with the application.

1.37 The application has been advertised as a Departure from the Development Plan due to the provision of commercial space on the site, outside of a designated centre. However, the Applicant has agreed the content of a planning condition relating to the size of the commercial units and uses which is considered to adequately address this potential.

1.38 The proposed 744 residential units comprise the following unit mix:

Intermediate (DMS)
149 Manhattan units
37 two bed (four person)

Private units
50 one bed units
114 two bed (three person)
230 two bed (four person)
73 three bed (five person)
78 four bed (six person)
13 four bed (eight person)

- A Manhattan unit is a one bedroom unit that provides a screen between the lounge and bedroom areas that can be opened and closed as requirements dictate.

Table 1.2 Proposed Building Heights

Block Reference	A	B	C	D	E	F	G	H
Storey Ht	Part 7 Part 8	Part 7, Part 8 Part 9	4	Part 4, 5, 6, 7, 8, 9	3	Part 7, 8, 9	Part 6 Part 7	Part 6 Part 7

1.39 The detailed element of the application, Block A would provide 116 private units and 22 DMS affordable units as follows:

22 (DMS) Manhattan units
88 two bed units
26 three bed units
2 four bed units

Revisions to Proposal During Course of Application

1.40 The proposed development has been revised during the course of the application. In summary, these revisions are as follows:

- Reduction from 750 to 744 residential units.
- Revision to proposed affordable housing mix
- Reduction of proposed Block A from 9 storeys to part 7, part 8 storeys, and relocation of Boat Club to riverside frontage.
- Repositioning of proposed Blocks G and H further into the site, increasing the setback from the river and provision of open space in this location, and the reduction of one storey from these Blocks.
- Revision of the massing of Blocks B and D, reducing the height fronting onto Frank Banfield Park, and addition of massing through the Blocks.
- Revision to the alignment and form of proposed Block F, including the increase in height to the link element of this Block.
- Increase of Block C from 3 to 4 storeys.
- Reduction of proposed basement level car parking from 770 to 470 spaces.

Summary of Application Submission

1.41 The application is an Environmental Impact Assessment (EIA) application, requiring submission of an Environmental Statement (ES).

Volume 1 Environmental Statement

Chapter 1 Introduction

Chapter 2 Environmental Impact Assessment Methodology

Chapter 3 Application Site Description

Chapter 4 Description of the Proposed Development

Chapter 5 Alternatives and Design Evolution

Chapter 6 Construction Programme

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Planning History of Application Site

1.42 The site has a complex history, with planning permissions granted in the 1970s for warehousing and industrial uses, and a masterplan for an office park scheme on the two parts of the site prepared in the 1980s. Outline planning permissions were granted in 1989 and 1991 for development comprising 75% B1 offices, and 25% residential. Following detailed permission, the Riverside and Waterfront office buildings and King Henry's Reach flats were constructed (known as Phase 1 of the overall site).

1.43 In 2002 a planning application (2000/01545/FUL) was approved for a scheme comprising eight buildings of three to six storeys high for B1 offices (total 48,370 sq metres), a terrace of 12 three storey houses and a café (240 q metres), with associated parking, landscaping and access to the river).

1.44 Related conservation area consent applications were granted for the demolition of the Industrial/warehouse units at 66 Winslow Road in 2001 (2001/02395/CAC), and 60 Winslow Road in 2002 (2002/00305/CAC).

1.45 In 2002 a planning application was submitted pursuant to the legal agreement, for a scheme of improvements to Frank Banfield Park, including planting, landscaping, paving, lighting, fencing, CCTV, and recycling banks. This scheme was approved, subject to conditions, in February 2003.

1.46 In 2005 a planning application was submitted for a range of enabling works including removal of buried obstructions, capping of wells, remediation of contamination, stopping up a storm drain and clearance of material in advance of archaeological investigations (2005/01604). This application did not include remediation of contamination for that part of the site that would be used for housing on the approved scheme. Planning permission was granted for the enabling works, subject to conditions, in September 2005.

1.47 In 2005 an application was submitted for a new redevelopment scheme, comprising the demolition of existing buildings and construction of new buildings for use as offices (Class B1), residential (Class C3), retail (Class A1), restaurants and café (Class A3), health and fitness centre (Class D2), a Water Sports facility (Class D2), a river deck, pontoon, car parking, hard and soft landscaped areas including open space, new accesses off Chancellor's Road, Manbre Road and Distillery Road, completion/widening of the Thames Path, work to the river wall, engineering operations and other associated works (2005/02918/FUL). Following concerns raised by officers over the scale, bulk and potential impact of this scheme, it was withdrawn.

1.48 An application for an alternative scheme of alterations to Frank Banfield Park was also submitted in 2005 (2005/03139/FUL), but subsequently withdrawn.

1.49 In 2007, an application (2006/ 03176/FUL) for a new office-led development of the site was approved. The approved scheme included:

1.50 48,390 sq metres B1 office floorspace; 106 sq metres B1 site management suite; 464 sq metres A1 retail space; 421 sq metres A1 retail or A3 restaurant/café; 906 sq metres A3 restaurant/café; 1,797sq metres D1 Exhibition space; 888 sq metres D2 water sports facility; and 2,933 sq metres C3 residential block of 26 units, 1,170 sq metres C3 residential in Building 05, 4 units

1.51 The scheme included five x four to six storey commercial buildings, providing a mix of offices, retail, restaurants/café, and Exhibition Space, a three storey building comprising 26 residential units, adjacent to and facing Winslow Road and Distillery Road. A single storey building for water based recreation was proposed in the southwest corner of the site, located adjacent to and overlaid by a new Riverside park, along with an associated pontoon.

1.52 This permission was subject to a Section 73 variation of condition approval (2007/02455/VAR) on 06/08/2008 relating to a noise condition, which effectively created a second permission.

1.53 As demolition of the buildings on the site took place, this permission is considered to have been implemented.

1.54 In 2007 a series of details applications pursuant to conditions of planning application 2006/03176/FUL were submitted and discharged. The conditions related to the following:

2007/00838/DET (condition 29 archaeological work)
2007/00839/DET (condition 43 surface water control measures)
2007/00862/DET (condition refuse storage)
2007/00863/DET (condition 33 secure by design measures)
2007/00864/DET (condition 40 monitoring of river wall)
2007/00865/DET (condition 42 plant access)
2007/00866/DET (condition 47 river wall method statement)
2007/00871/DET (condition 49 River Thames buffer zone)
2007/00873/DET (condition 52 facilities for oils, fuels or chemicals)
2007/00874/DET (condition 34 television interference)
2007/00875/DET (condition 30 Construction Management Plan)
2007/02304/DET (part condition 3 external materials Building 02)
2008/01956/DET (condition 53 revised energy strategy and condition 43 of 2007/02455/VAR)

1.55 In order to discharge condition 2 of planning permission 2002/01674/FUL for improvement works to Frank Banfield Park details of the improvements to Frank Banfield Park were submitted in 2007 (2007/02681/DET). These works to the park were implemented in 2008 and the S106 agreement for the extant permission (2006/03176/FUL and 2007/02455/VAR) committed the owner of the site to maintaining the park for a 10 year period.

1.56 A current application (2011/01155/FUL) is also being considered seeking temporary approval for a two storey marketing suite on the site and separate (permanent) approval for the scheme of Thames Path and river wall improvement works that are proposed in the current application.

2.0 PUBLICITY AND CONSULTATIONS

2.1 The application was the subject of two rounds of formal consultation. The first consultation exercise commenced in March 2011 and included the posting of site notices around and in the vicinity of the site, advertisement by notice in local press and approximately 1200 consultation letters sent to neighbouring properties.

2.2 A total of 53 responses were received to this consultation, 52 objecting to the proposed development and 1 letter in support.

2.3 Objection was made to the application on the common themes of:

- Excessive building height and scale and related loss of light to neighbouring properties,
- Development density,
- Incompatibility with the surrounding Conservation Area and potential to compromise riverside views,
- Additional traffic congestion in the surrounding area,
- On street car parking stress,
- Concern regarding the proposed single basement access from Chancellor's Road,
- Concern that the development would compromise nature conservation values,
- Concern regarding potential conflicts with the Thames Tideway Tunnel project,
- Concern regarding construction disturbance and other concerns regarding long term disturbance to the area,
- The proposed rowing facility was inadequate
- Concern that the development would place too much pressure on local infrastructure,
- Objection to any lowering of the river wall as a flood defence,
- Concern regarding the submission of a hybrid application with much of the detail in outline form,

2.4 Other comments included:

- The development is too tight on site boundaries and the layout provides a poor relationship between buildings,
- The proposed architecture was poor,
- The pedestrian route along Fulham Palace Road requires upgrade work to cater for an increased population,
- The design of the development results in energy dependence (for example for lifts and lighting),
- Pollutants related to the development and occupiers will contribute to poor air quality,
- Any restaurants or shops on the site should be affordable for all local residents.
- Commercial floorspace is unnecessary,
- The proposal is not as good as the previous approval on the site,
- Service and other such charges will compromise affordability for the affordable element,

- Concern regarding the maintenance of Frank Banfield Park by the Applicant.

2.5 It is also noted that support for regeneration of the site was stated in nine letters, but objection made on the specific form of development proposed.

2.6 One letter of clear support for the application was received.

2.7 Following the significant revision of the application, a further round of public consultation was undertaken in June/July 2011. This again included the posting of site notices and advertisement in the local press, but a reduced catchment of approximately 500 properties were consulted.

2.8 A total of 51 responses were received to this consultation, 49 in objection and 2 in support.

2.9 18 of these letters were based on a standard letter that stated objection on the grounds of:

- Excessive building height,
- Generic architecture that is unrelated to the area,
- Too much development is proposed,
- Additional traffic congestion
- Increased air pollutants relating to the site,
- The hybrid application provides limited detail of the overall scheme.

2.10 The common themes in the other objection letters were:

- Excessive building height and scale and related loss of light to neighbouring properties,
- Development density,
- The design of the scheme is poor
- Additional traffic congestion in the surrounding area
- Single basement access from Chancellor's Road would result in heavy traffic use of this road,
- More car parking is need within the scheme to prevent stress of surrounding on-street car parking,
- Concern regarding the relationship with the Thames Tideway Tunnel

2.11 Other comments included:

- The units are marketed overseas and therefore do not contribute to local housing demand,
- The affordable offer is limited,
- Guidance sought houses and mansion blocks on the site
- Review will be needed of surrounding controlled parking zones,
- Concern that the development would increase the use of the Thames Path by cyclists,
- Construction disturbance,
- Concern regarding long term disturbance relating to the use of the site,
- The grid form of development lacks imagination,
- The development would be inconsistent with the character of the surrounding area,

- Limited landscaping can be provided,
- The development will place increased pressure on infrastructure and public transport,
- Additional pedestrian use of Fulham Palace Road will require improvements to this route.

2.12 In addition to the Council's consultation, prior to submission and during the course of the application, the Applicant has undertaken their own local consultation exercises which are detailed in the submitted Statement of Community Involvement. The consultation undertaken by the Applicant has included a public workshop at the time of scheme formation and two public meetings to display and explain the scheme at the time of submission and to explain how it has evolved at the time of the submission of application revisions. The first exhibition (11/03/2011 and 12/03/2011) was attended by around 250 people. The second exhibition (23/06/2011 and 25/06/2011) was attended by around 100 people.

Responses from Resident Groups

2.13 Hammersmith Embankment Residents Association

Object to the application due to excessive height, scale and density of development on the basis that this would dominate the local area and be incompatible with neighbouring properties and conservation area. Six storeys should be the maximum height. Concern regarding construction impacts including, traffic, dust and drilling. Support offered for the design of Block A and linking of development layout to Crisp Road and Manbre Road. Advertising within the site should be controlled. Parking controls should be extended. Concern regarding the impact of building scale on light. Concern to ensure a safe and secure environment. Commercial floorspace should be removed from the scheme. Support for work to the river walk. More soft landscaping should be provided. Trees should be retained where possible.

2.14 The Hammersmith Mall Residents Association

Object to the application. The hybrid application provides inadequate detail, the residential density is excessive, excessive building height, scale and design that are out of character with the surrounding area and conservation areas, the flatted development does not accord with the core strategy intention for the site, the proposed development does not provide adequate public space or access to the river.

This objection was restated through the second consultation, with additional objection to the removal of Affordable Rent properties from the proposed housing mix.

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

Object to the proposed development. Flatted development and scale of development does not accord with Core Strategy intention for site, excessive density, incompatibility with conservation area, hybrid nature of scheme provides insufficient detail, inconsistent with Thames Strategy, the scheme does not provide adequate riverside access, proposed rowing centre is inadequate.

This objection was restated through the second consultation.

2.16 Brackenbury Residents Association

Object to the application on the basis of the points raised in the objection letter from the Hammersmith Society.

2.17 Barnes Community Association Environmental Group

Object on the basis of excessive building height and development of river frontage where previous scheme provided open space and that it is inconsistent with Thames Strategy.

2.18 Hammersmith and Fulham Historic Buildings Group

Object to the application and comments made of development requirements. Objection to the submission of a hybrid application with outline detail, to residential use of the site due to the difference in building form and proportions, to the building height, scale and site coverage being incompatible with residential standards. Requirement stated for mix of tenures and unit sizes, cannot become a gated community and pedestrian permeability must be provided. The gains made in the previous approval should be preserved, which are not in the current application. The heritage context has changed since the previous approval and the proposed development does not respect this. Buildings are too high, too close to riverside, too close to site boundary, resulting in dominance of riverside views and streetscene. The flatted development does not reflect core strategy policy intentions. Boat club provision is inadequate and should be located on the river frontage. The design of the riverside walk should be coordinated. The building design does not promote sustainability objectives. Any reduction of river wall height will increase flood risk. Hard landscaping will not provide habitat opportunities. Large native trees should be included in the design, and street trees should be planted in the surrounding area along with street furniture. Full archaeological assessment of the site should be undertaken, and information boards should be erected within any development.

2.19 The Hammersmith Society

Object on the basis of excessive building height, use of open space provided in previous approval for buildings, location of boat club on side of Block A, impact on riverside views, excessive density, impact on heritage assets. Concern regarding the extent of outline detail provided in the hybrid application.

This objection was restated through the second consultation, with additional objection to the removal of Affordable Rent properties from the proposed housing mix.

2.20 The Fulham Society

Generally supportive of the proposed development. However, would prefer to see increased width to the river path, more riverside activity and reduction of building heights especially around the public green spaces and narrower parts of the river walk.

2.21 Save Our River Front

Object to the scheme on the basis that it is contrary to the relevant policy guidance including the core strategy intentions for the site, that a hybrid application does not provide sufficient detail, buildings are of excessive height and scale that are out of proportion with the surrounding streets, buildings and conservation area character, development is of excessive density, additional pressure on local transport infrastructure, additional emissions that would be detrimental to air quality, the affordable housing does not provide for lower income families, the layout does not provide suitable open space

2.22 Hammersmith and Fulham Disability Forum

All apartments should be designed to Lifetime Homes Standards specifications and 10% of units should be provided as wheelchair accessible properties. Blue Badge spaces should be allocated in the basement and positioned in proximity to the lift cores particularly the public access lift.

2.23 The Disability Forum expressed concern at the distance that would have to be covered by a pedestrian to reach the development from the nearest public transport links. Given the distances involved the Disability Forum felt that a variety of seating options should be provided across the public realm areas. Drop off points should be clearly identified. Concern was registered at the bollards that would have to be lowered to reach some of the areas on the site if access was required.

The proposed swimming pool should be fully accessible in terms of approach, changing rooms and entrance to the pool by ramp or hoist.

All refuse and recycling facilities should be fully accessible to disabled people.

The indicative positioning of cycle racks gave cause for concern particularly as this would encourage cyclists and pedestrians to be in conflict and this would create a major difficulty for disabled people to use the space safely. It was felt that this conflict would be even more marked by the entrance to the underground car park and careful consideration should be given to this potential hazard.

The height of the river walk wall should not be discriminatory to disabled people who wish to see over it. The pontoon should provide full access for all disabled people who wish to use the pontoon or boats

2.24 Ranelagh Sailing Club

The proposed development would not affect the racing course and there is therefore no objection to the application.

2.25 Andy Slaughter (MP)

Object to the application on the basis of excessive density and impact on the surrounding area, excessive building heights that are untypical for this area, the detailed design is unrelated to the area, the development would compromise the riverside character and create a bad precedent for future development, the proposed open space would not be of any value, concern regarding car parking stress in the surrounding area, and the housing and affordable housing would not suit local needs. Minimal revision has been made to the application and consultation periods have been limited and coincide with the holiday period. This process has suited the Applicant but not local residents.

2.26 Zac Goldsmith (MP)

Object to the application on the basis of excessive height and resulting impact on Castlenau and Hammersmith Bridge, excessive density and limited detail provided with hybrid application.

Statutory and Specialist Agency Consultation Responses

2.27 Greater London Authority

The application complies with some of the London Plan policies, but not with others, for the following reasons:

Housing: At the time of response the financial viability appraisal was still being reviewed, and the position on whether the application was providing the maximum reasonable amount of affordable housing was therefore reserved.

Children's Play Space: The application layout does not adequately provide for children's playspace. However, the public realm area offers opportunities for informal play and recreation and these should be further developed.

Urban Design: While much of the design is supported in strategic design terms, concern is raised regarding the height of Block A, the ground floor layout (the siting) of the other river front buildings, Blocks G and H and residential quality.

Inclusive Design: The proposed wheelchair accessible units raise concern regarding the degree of accessibility once adapted.

Climate Change: While the principle of the proposed energy strategy is acceptable, minor revisions are required, along with further detailing of photovoltaic locations.

River Thames: Continuation of discussion between the Applicant and Thames Water regarding the Thames Tunnel is encouraged. Development should not compromise delivery of the Thames Tunnel. Opportunities for use of the river during the construction phase should also be pursued.

Transport: The application must reduce the proposed car parking provision. Electric charging points should be provided. Trip distribution detail should be updated. A travel plan, delivery and servicing plan and construction and logistics plan should be provided by condition. A contribution should be made towards pedestrian improvements

Extensive negotiation has been undertaken since the publication of the Stage 1 response and subsequent revision to the application to address expressed concerns.

2.28 English Heritage (Archaeology)

Previous investigation on the site has yielded significant archaeological results, including remains of an early Saxon village and potentially internationally significant debris from the manufacture of glass beads for the 17 century slave trade market. These results merit publication, which should be secured through condition. In this case, archaeological fieldwork prior to determination is not considered necessary. The archaeological work should be secured by condition.

2.29 Environment Agency

Extensive discussion and subsequent revisions to the technical details of the application have taken place during the course of the application to address expressed concerns. A final response to revised technical detail, confirming acceptance of these details and specifying recommended conditions is expected to be received prior to PAC. This response is intended to be confirmed by briefing note to Committee.

2.30 Port of London Authority

The PLA has no objection to the proposed development and is pleased to see that a water sports facility and associated pontoon continues to be proposed at this site. Initial concerns expressed regarding the location of the Boat Club have been the subject of further discussion and the revised plans address these issues.

Use of the river for the transportation of construction materials should be encouraged. A River Works License will be required for any works that extend over Mean High Water. The impact of signage and lighting on navigation and ecology should be controlled by condition.

2.31 Sport England

A non-statutory consultation response has been provided on the application. The proposed development would require the provision of additional sports facilities and this need should be assessed as part of the application. Objection is made to the application in the absence of sufficient assessment of sports facility demand and local provision. Concern is expressed regarding the location of the Boat Club on the side of Block A and the extent of this facility.

2.32 Hammersmith Junior Rowing Centre Trust

Inclusion of a Boat House within the development is welcomed. However the location to the side of Block A is too small and inaccessible. Ideally, a Boat House should be closer to the pontoon with main access doors facing it.

It is understood that local community groups want to see a rowing facility as part of the development. Therefore, if the developers are serious about including a boathouse in their plans, we would invite them to engage with HJRCT in order to develop an appropriate, sustainable, and workable plan, including liaising with British Rowing to investigate possible inclusion in central rowing projects, such that any boathouse will be an asset to the sport and the local community.

HJRCT is able to call on the expertise of individuals from the sport's overall governing body, British Rowing. Clearly, in liaising with local authorities and developers on any such projects, HJRCT very much keeps the local community in mind as much as the sport.

2.33 West London Health Estates and Facilities Management

Hammersmith and Fulham PCT seek a Section 106 contribution to address the increased demand on services arising from the population that would be accommodated within the development.

2.34 London Borough of Richmond Upon Thames

Object to the application for the following reasons:

Design: The scheme is uniformly tall and higher than its neighbours, vying visually with Hammersmith Town Centre and having an oppressive looming effect on views from this Borough (LBRuT). The development would be detrimental to the setting of the Castelnau Conservation Area and the setting of the grade II* listed Hammersmith Conservation Area and grade II listed William Hunt Mansions, Sommerville Avenue.

Transport : A delivery and service plan should be provided and the transport impact on the neighbouring Borough should be assessed, including highway safety and car parking. Specific commitments are recommended to be secured in the Travel Plan.

Section 106 contributions of \$5k for HGV restriction signage south of Hammersmith

Bridge, £20k towards CPZ review and contributions towards improvements to the Thames Path are sought.

Biodiversity: Concern is expressed concerning off spill lighting from the proposed development and maximising the amount of brown roofs within the development. Controls are also recommended to limit noise from operational plant and noise arising from recreational activities on the river to prevent detriment to neighbouring residential properties on the south side of the River.

2.35 Thames Water

Thames Tideway Tunnel

The site had been identified by Thames Water for use for the Thames Tunnel project and was consulted on during the Phase 1 Public Consultation period which took place from 13 September 2010 to 14 January 2011.

As you may already be aware Thames Water Utilities Ltd has been working with the landowner and prospective developer St. George (Central London) Ltd to negotiate the temporary construction and permanent use of an area of the Hammersmith Embankment/Fulham Reach site for the Thames Tunnel project. The Thames Tunnel project team has had a number of constructive meetings with the applicant and are generally supportive of the scheme, provided it accommodates our temporary and permanent works adequately.

The site layout illustrated on both the Proposed Outline Application Boundary drawing (no. 00392 03) and Masterplan (no. 00392) currently does not provide sufficient space for the temporary construction but does allow sufficient space for the permanent Thames Tunnel works including the space required for the connection tunnel corridor, except within the basement Plan drawing (no. 00392 001). We have provided the applicant with amended drawings for approval by the Council which accommodate both the temporary and permanent Thames Tunnel works. In order to accommodate the temporary works on the site either Block B or Block D would need to be phased for construction following the completion of the Thames Tunnel works.

(Officer note this drawing has now been revised to address the Thames Water requirements).

Should the proposed development layout plans change, our ability to use the site may be compromised. We therefore request that should permission be granted, a condition is attached to the consent which protects the areas of the site required for the Thames Tunnel construction and permanent works, and provides flexibility for design development by the two parties

Waste Comments

Following initial investigation, Thames Water has identified an inability of the existing waste water infrastructure to accommodate the needs of this application. A Grampian condition is recommended to address this at detailed design stages. A non-return valve or other suitable device is recommended to be incorporated to avoid the risk of backflow at a later date, on the assumption that the sewerage network may surcharge to ground level during storm conditions. A condition relating to piling is also recommended.

Thames Water Pumping Station located on Chancellors Road discharges storm water into the River Thames during times of heavy rainfall within our catchment area. Such discharges can take place up to 50 times a year, occur particularly in the summer, and can happen rapidly and without warning. They can also occur when the weather in the

locality of the pumping station may be fine but heavy rainfall is taking place elsewhere within the catchment. The levels of flows discharged into the river at Hammersmith can be of a magnitude that they could pose a serious risk to the health and safety of anyone undertaking activities on the river in this location. We would therefore ask the applicants to contact Thames Water and the Environment Agency to discuss their proposals in more detail. Surface water should be taken direct to the watercourse by private agreement

Water Comments

The existing water supply infrastructure has insufficient capacity to meet the additional demands for the proposed development and a condition is recommended to address this at detailed design stage.

2.36 Design Review Panel

We recognise the positive changes made to the master plan after the previous meeting including realigning the blocks. However, we are still a bit uncomfortable with the massing and believe further work can be done to strengthen the hierarchy of buildings.

In regard to the lozenge buildings, it would be interesting to view how they relate to the public realm around them and how you justify in placing this type of building. We look forward to seeing how these buildings are further developed.

The use of the ground floor units needs to be carefully considered. It would be great to see the uses concentrated toward a certain area; ie the river or the park. This seems more logical and is not so disparate. You may even utilise some ground floor space as residential use.

We are unconvinced that blocks D and E relate well to each other, and are concerned about the amount of light reaching the courtyard.

It would be great to see additional entrances to the underground parking and servicing area, as one entrance for a site this size seems rather limiting.

Architecturally, we accept the idea of having the strong massive building as a backdrop. However, we would like to see further evidence to show the quality of the architecture for the residential. In regard to the background building, we like the contrast but would also like to see a more inspiring and contemporary style.

The applicant should investigate with the London Borough of Hammersmith and Fulham (LBHF) to see whether the green space adjoining the site could be brought into the scheme.

In conclusion, we appreciate the new developments that have been explored within the scheme after the previous meeting. It is evident that much progress has taken place, however, we are still looking for further detail and development on the building design, and greater clarification through uses at ground level and variation in height of the blocks, of the master plan.

3.0 PLANNING CONSIDERATIONS

3.1 It is considered that the main issues of this application relate to:

The principle of the proposed development and mix of uses proposed,
The mix of housing, including affordable housing,
The proposed layout scale and detailed design, in relation to surrounding land uses and heritage assets,
The quality of living conditions for future occupiers,
The impact of the development on surrounding properties,
Transport impacts, including car parking provision, traffic generation, highway safety and site servicing,
Sustainability including energy efficiency, drainage and ecology,
Land contamination,
Archaeology,
Wind microclimate,
Air quality,
Phasing and construction, and
Planning obligations and impact on community infrastructure.

Principle of Redevelopment

3.2 There are no policies within the Unitary Development Plan (as amended 2007) that require continuation of the former employment uses on the site.

3.3 The application site is the subject of a strategic site policy in the emerging Hammersmith and Fulham Core Strategy. As the Core Strategy has progressed through Examination in Public, and a binding Inspector's Report has been received which has found the Core Strategy sound subject to minor amendments, significant weight can now be afforded to the Core Strategy policies.

3.4 The Core Strategy site policy for the site states that the site "should be developed for housing along with small scale leisure uses (such as riverside restaurants) and local facilities for residents ... riverside open space and access to the river for rowing".

3.5 The proposed residential led development includes the provision of ground floor flexible commercial floorspace that can be utilised for offices, retail, restaurants and other food and drink outlets, and community uses, dependent on the specific demand for these as the scheme came forward. The proposal also incorporates a boat club for community use, along with a pontoon to access the river.

3.6 The proposed uses within the application scheme are therefore considered to comply in principle with the emerging Core Strategy allocation for the site, which as a site specific policy, is considered to offer the most relevant policy guidance for the site. However, it is necessary to look closely at quantum's of development.

Housing Provision

3.7 PPS3 emphasises the importance of increasing the delivery of homes and seeks to create mixed and balanced communities through encouraging the provision of a wide range of well designed housing (including affordable housing) to meet a variety of needs. Paragraph 41 sets a national target for 60% of new homes to be built on previously developed land. The document states that housing should be located in close

proximity to community facilities, access to jobs, key services and infrastructure to assist in the creation of sustainable communities.

3.8 In general, London Plan policies support high density residential development within or in proximity of town centres and encourage the provision of additional housing above the stated minimum plan targets; subject to compatibility with the local context and sustainable principles.

3.9 London Plan (2011) policy 3.3 'Increasing London's Supply of Housing' sets minimum borough targets for housing provision up to 2021. The policy specifies a 10 year minimum target for the London Borough of Hammersmith and Fulham of 6,150 dwellings, and an annual monitoring target of 615 dwellings.

3.10 London Plan (2011) policy 3.4 'Optimising Housing Potential' requires new development to optimise the intensity of use of sites, taking into account the local context and character, design principles and public transport accessibility, consistent with the development density guidance that is provided in Table 3.2.

3.11 Policy 3.7 'Large Residential Developments' encourages large development sites (in excess of 5ha or 500 units) to be located within areas of high public transport accessibility and for them to be the subject of plan led and consultative processes to coordinate provision of necessary infrastructure and to provide distinctive character.

3.12 Emerging Core Strategy policy H1 reflects the guidance of the London Plan housing target and explains that the intention to address this, is by way of the development of strategic sites and other identified available sites, windfall sites, and conversions while at the same time retaining existing residential accommodation.

3.13 Policy HO6 of the 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.

3.14 The proposed development of the site to provide 744 residential units would provide a substantial contribution towards achieving the Borough's housing targets in a location that is in proximity of a Major Town Centre (Hammersmith) and that benefits from excellent public transport accessibility. As detailed in the Density section of this report, the proposed development is considered to optimise the use of the site. Accordingly, in addition to the compliance with the site specific Core Strategy allocation, the provision of housing on the site is therefore considered to be consistent with the applicable London Plan policy guidance.

3.15 As detailed in the application description, the proposed unit mix provides 149 Manhattan units and 50 conventional one bedroom units, 381 two bedroom units, 151 three bedroom units and 13 four bedroom units.

3.16 The proposed range of unit sizes, including significant provision of two bedroom and larger, family sized, units is considered to meet the policy requirement for the provision of a range of unit sizes within new development.

Affordable Housing

3.17 London Plan (2011) policy 3.10 defines affordable housing as including "...social rented and intermediate housing provided to specified eligible households whose needs

are not met by the market...” and goes on to specify that affordable housing should also a) meet the needs of eligible households, b) include provisions for the unit to remain at an affordable price for future generations, and c) if these restrictions are lifted, for the subsidy to be recycled for alternative affordable housing provision.

3.18 The supporting justification to policy 3.10 defines the affordability requirements for intermediate housing and advises that these will be updated annually. Affordability is currently set at an upper annual income of £64,000 (as updated by the London Plan Annual Monitoring Report 7, February 2011), which translates to a maximum sale value of £224,000 (using a 3.5x income multiplier).

3.19 London Plan (2011) policy 3.11 sets a London wide affordable housing target of at least 13,200 more affordable homes per year. The policy advises that 60% of new affordable housing should be provided for social rent and 40% for intermediate rent or sale, with priority accorded to the provision of affordable family housing. The second part of policy 3.11 relates to the establishment of Borough level affordable housing targets through LDF preparation that take account of a range of considerations that include the strategic target and local circumstances.

3.20 Policy 3.12 of the London Plan (2011) seeks negotiation to secure the maximum reasonable amount of affordable housing within new development taking account of the individual circumstances including development viability.

3.21 Policy 3.13 of the London Plan (2011) requires that affordable housing will normally be required on a site which has the capacity to provide 10 or more homes and that negotiations should take account of development viability

3.22 Emerging Core Strategy policy H2 sets a Borough wide target that 40% of all additional dwellings should be affordable, and in recognition of the existing concentration of social rented properties in the Borough, states a preference for the provision of intermediate and affordable rented housing over social rented housing. In relation to the negotiation of affordable housing provision on individual sites, the policy identifies a range of relevant considerations, including scheme financial viability.

3.23 The application proposes an overall affordable housing provision of 186 units, representing 25% of the overall development. All of these units would be provided as intermediate, discount market sale (DMS), units. The details of the proposed provision is summarised in the following table:

Table : Proposed Affordable Housing Mix

	Number of Units	DMS Sale Price	Affordability (Income)	Average Market Value	DMS Subsidy (per unit)
Manhattan	75 (10%)	£175,000	£50,000	£320,000	£145,000
Manhattan	74 (10%)	£224,000	£64,000	£320,000	£96,000
Two Bedroom	37 (5%)	£224,000	£64,000	£475,000	£251,000

3.24 The proposed affordable provision is below the affordable housing target of the emerging Core Strategy and the proposed tenure mix does not meet the desired mix of the London Plan. However, the proposed provision is considered to provide the most desirable affordable housing mix for the development.

3.25 In support of the proposed affordable housing provision, the Applicant has provided an 'open book' financial appraisal of the scheme. The Council contracted the professional valuation services of Lambert Smith Hampton to assess this financial appraisal. The extensive assessment confirmed that the assumptions and conclusions of the financial model are reasonable.

3.26 A range of development scenarios were then tested to determine the impact of different affordable housing mixes on the overall provision that the scheme could viably provide. The mix now proposed by the application is considered to represent the best mix of units, in that it provides (Manhattan) units with increased subsidy to address household incomes below the maximum affordability threshold and also provides two bedroom units, with significant subsidy, suitable for small families.

3.27 One of the alternative development scenarios assessed was a London Plan (2011) compliant affordable housing mix. This mix would provide 80 affordable units (48 social rent and 32 intermediate). The 186 intermediate units proposed by the application is a significantly larger overall provision, which is considered to better address the needs of the Borough.

3.28 In principle, the DMS product is considered to be an acceptable form of intermediate affordable housing. Effectively, the subject units are reduced in price to an agreed level of affordability, with the difference between this price and the market value transferred to the Council as covenanted equity. In this case, the proposed affordability level, which is aimed at incomes of £50,000 and £64,000, accords with the London Plan (2011) affordability definition.

3.29 While the absence of social rented accommodation from the proposed affordable housing provision accords with policy H2 of the emerging Core Strategy, it is less consistent with the London wide target set out in the London Plan. This variance from the desired tenure mix of the London Plan is, in this case, considered to be acceptable given the specific characteristics of the surrounding context. More specifically, a high demand exists within the Borough for intermediate housing that is not being addressed due to a shortfall in provision. The reasoned justification to policy H2 describes this shortfall as 'severe' with the total intermediate housing stock of the Borough equivalent to approximately 2% of the overall housing stock. The proposed tenure mix would therefore contribute to addressing this shortfall.

3.30 Further, when compared with the overall stock of social rented accommodation in the Borough, which represents approximately 33% of the total housing stock, the desire to prioritise intermediate housing within affordable provision is also consistent with the creation of mixed and balanced communities.

3.31 The proposed affordable housing provision is therefore considered to represent the maximum provision that the scheme can viably provide in accordance with both London Plan (2011) and emerging Core Strategy policies, with a tenure split that is considered to better reflect the Borough level (housing stock) circumstances than the London Plan guidance. Accordingly the proposed affordable housing provision is considered to be acceptable.

Commercial (Retail) Uses

3.32 While the emerging Core Strategy allocation for the site encourages the provision of commercial floorspace on the site, it does not provide guidance on the acceptable quantum of floorspace other than specifying that these should be local facilities.

3.33 Planning Policy Statement 4: Planning for Sustainable Economic Growth (2009) seeks to manage new economic development and as part of this promotes the enhancement of the vitality and viability of centres.

3.34 Policy SH11 of the London Borough of Hammersmith and Fulham UDP (as amended 2007) advises that permission for food and drink establishments will be subject to controls to prevent unacceptable disturbance of surrounding properties.

3.35 Strategic policy C of the emerging core strategy directs new retail provision to existing centres and advises that applications for new retail provision will be expected to meet the policies set out in PPS4.

3.36 Class A1-A4 floorspace included within the flexible commercial floorspace is intended to serve the needs of future occupiers of the proposed development and to complement the function of nearby centres. However, the site is not within a defined town centre or other retail designation, and the proposed 3,823sqm of flexible commercial floorspace could serve as a significant retail provision that could be detrimental to the health of nearby centres, and in particular, the Greyhound Road Key Local Shopping Centre and Fulham Palace Road Parade. The amount of retail floorspace proposed would take up a large proportion of the identified capacity in the West London Retail Needs Study for convenience and comparison floorspace in and around Hammersmith. This would leave little capacity and flexibility for further development elsewhere, particularly in town centres.

3.37 To address this potential impact, the application is supported by a Retail Assessment that concludes that there is sufficient capacity, in consumer expenditure terms, to accommodate all of the proposed commercial floorspace within Use Classes A1-A4.

3.38 However, to safeguard against any detrimental impact on the neighbouring centres, planning conditions are recommended to prevent large units being used for A1 retail purposes. This would preclude the provision of a small 'metro' scale supermarket outlet on the site, which could otherwise compete with the similar offerings in neighbouring defined town centre locations. It is also recommended that a cap on the overall amount of A1 retail floorspace is included as a condition. A condition restricting the A1 class units to convenience retail only should also be considered. These conditions would prevent the retail offer on this site competing directly with retail units in Hammersmith Town centre and neighbouring local centres. Such conditions are necessary to correspond with the Core Strategy Strategic Site Policy which requires that commercial floorspace should only be considered to meet a local need.

3.39 Subject to these conditions, it is considered that the proposed development would not compromise the vitality and viability of the neighbouring town centre and local retail centres.

3.40 In the context of the contemporary permission for redevelopment of the site for office use, there is no objection to the principle of office use within the current application scheme.

Community Uses

3.41 The proposed boat club on the site is intended to be provided as a community use facility that would be more accessible to wider parts of the community than existing member boat clubs along the river. Additionally, the flexible commercial floorspace can be used for community use purposes as demand requires.

3.42 Policy CS8 of the London Borough of Hammersmith and Fulham UDP (as amended 2007) states support for the provision of community use floorspace to meet community needs.

3.43 Policy CF1 of the emerging Core Strategy encourages the provision of community facilities throughout the Borough, and states specific support for the provision of water sports and education facilities in riverside development.

3.44 Policy 3.16 of the London Plan (2011) states support for the provision of high quality social infrastructure.

3.45 The principle of the provision of community floorspace on the site is therefore supported by the wider policy framework.

Density of Development

3.46 Policy H3 of the emerging Core Strategy explains that some high density housing with limited car parking may be appropriate in locations with high levels of public transport accessibility (PTAL 4-6) provided it is satisfactory in all other respects.

3.47 The proximity of the site to the Hammersmith town centre and transport interchange, along with the bus services of Fulham Palace Road, suggest suitability for a reasonably high density of development. While it is recognised that residential density is not considered to be the sole determinant of development acceptability, it can be used as an indicator of the overall character of a proposal. Applicable guidance for residential development density is provided in London Plan (2011) policy 3.4 and Table 3.2 'Sustainable residential quality density matrix'.

3.48 London Plan (2011) policy 3.4 'Optimising Housing Potential' requires new development to optimise the intensity of use of sites, taking into account the local context and character, design principles and public transport accessibility, consistent with the development density guidance provided in Table 3.2. The density guidance ranges specified in this table are related to the site setting, the existing building form and massing, the indicative average dwelling size, and the Public Transport Accessibility Level (PTAL) of the site.

3.49 The definition of the setting of the site has a significant influence on the applicable density ranges specified in Table 3.2. In this case, the site exhibits characteristics of both central and urban setting. While the site is located within 800m walking distance of a Major town centre and some neighbouring development has large building footprints with buildings of four to six storeys, suggesting a central setting, much of the

surrounding area is characterised by the finer urban grain of two storey terraced housing suggesting an urban setting.

3.50 The site benefits from a high PTAL rating of 6A and the mix of proposed unit sizes would provide 2.9 habitable rooms per unit.

3.51 The guidance of the Density Matrix for an urban site with this PTAL and hr/unit is 200-700 habitable rooms per hectare and 70-260 units per hectare. For a central site, this increases to 650-1100 habitable rooms per hectare and 215-405 units per hectare.

3.52 The proposed development has a density of 754 habitable rooms per hectare and 254 units per hectare. On a unit basis, the density of the scheme is within the range for an urban site. On a habitable room basis the scheme is marginally above the guidance range for an urban site. Given the mixed character of the site setting, the proposed density is considered to be consistent with the guidance of the density matrix and therefore compliant with the policy requirement to optimise the use of the site.

Design - Layout, Scale, Detailed Design

3.53 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.

3.54 PPS5 'Planning for the Historic Environment' sets out the principles and guidance necessary for the assessment of the impact of development on heritage assets. It promotes the conservation of heritage assets.

3.55 London Plan (2011) Policies

Policy 7.1 requires that all new development is of high quality that responds to the surrounding context and improves access to social and community infrastructure, contributes to the provision of high quality living environments and enhances the character, legibility, permeability and accessibility of the surrounding neighbourhood. 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 that makes a positive contribution to the immediate, local and wider area.

Policy 7.7 advises 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 with new development, and their replacement when lost.

Policy 7.27 seeks improvement of access to the Blue Ribbon network and the provision of waterborne recreation facilities.

Policy 7.30 builds on policy 7.27 and promotes use of the river for water recreation.

3.56 London Borough of Hammersmith and Fulham UDP (as amended 2007) policies:

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.

Policy EN35 prevents development that encroaches into the river, listing exceptions to this, which includes jetties and piers.

3.57 Emerging Core Strategy

Policy BE1 requires that all new development creates a high quality, accessible, urban environment that respects the surrounding setting, including heritage assets. The policy defines tall buildings as being those that “which are significantly higher than the generally prevailing height of buildings in the surrounding area” and requires that detailed justification is required for any such tall building.

Policy RTC1 requires high standards of design on both riverside and canal side sites, with improved linkages to the river and riverside walk.

Strategic Policy HTC (Hammersmith Town Centre and Riverside) states that development should be designed to:

- take account of the local context and setting;
- enable access to the riverside from the surrounding area, and from the town centre; and provide a mix of largely street based housing consisting of single houses with gardens, and maisonettes and flats in mansion blocks with gardens or shared amenity space.

3.58 The Thames Strategy (2002) explains that this part of the Fulham Reach and Barn Elms Character Reach has a ‘lack of visual interest’ and states that the development of the Fulham Reach site should ‘create a direct visual and physical link between Fulham Palace Road and the River’.

3.59 As detailed earlier in this report, the majority of the proposed development has been submitted in outline form, with full details provided only for Block A. However, the application seeks approval for the layout and the scale of the remaining Blocks at this time, with the detailed design reserved for later determination.

Design Context

3.60 The vacant site currently presents a large expanse of sterile land surrounded by hoardings which provides a poor aspect to the Riverside, Frank Banfield Park and the surrounding neighbourhood. The site hinders access to the riverside and connections to the local townscape and has a significant detrimental effect on the character, appearance and connectivity of the local area.

3.61 The surrounding townscape is varied in scale and nature. There are domestic scale residential terraces to south and east, with low and medium rise mansion blocks to the north. The scale of buildings, both in terms of footprint and height and massing, tends to rise towards the riverside, which reflects the historical pattern of larger industrial buildings occupying the riverfront.

3.62 Historically, the riverfront with its industrial buildings and structures were of a significantly larger scale in terms of height and bulk and development was characterised by chimneys, cranes, and storage drums. These features acted as markers and provided visual interest along the riverside and also signified the importance of the river to industry and to London generally. Areas in this part of the Borough which were previously occupied by larger scale industrial buildings have been redeveloped primarily for residential and commercial use, as the river is increasingly recognised as an immense amenity for residents. The riverfront presently contains a mix of uses, whereas the hinterland is predominantly residential before connecting to the commercial heart at the town centre.

3.63 The site lies within the Fulham Reach conservation area and Thames Policy area. It is a highly prominent location on the riverside. The relationship of the proposed development on this site to its context, and in particular the listed Grade II* Hammersmith Bridge is a dynamic one. As the river curves, the relationship of development on the site with the existing townscape changes. It is obviously important that the sensitivity of the site is respected in proposals for the site.

3.64 In terms of the conservation area policy context, the key aim should be to secure an enhancement of the area with a development which is of high quality and is successful in stitching the townscape back together, by providing connections and creating links with a high quality public realm. Where there is no existing built fabric to preserve and there is a significant site area, the objective of any development should be to create a new place with an identity which is integrated into the existing townscape and network of routes, and within the site itself, providing a legible structure of spaces and routes.

3.65 National and regional guidance requires that development in such a sensitive context takes opportunities to improve the character and quality of the area, and optimises the intensity of use compatible with local context. PPS1, By Design and the London Plan stress the importance of new development being integrated in the urban form, and PPS5 stresses that development affecting heritage assets should show careful consideration of scale, height and massing. The guidance is clear that waterside development should be of high quality.

Master Plan Layout - Routes

3.66 The master plan layout is defined by two key routes crossing the site with building blocks arranged around these routes. A north-south would cross through the site linking Crisp Road to Manbre Road and an east-west route would connect Frank Banfield to

the Riverside. The east-west route would become the main avenue through the site and would be fronted and animated by a mix of uses, terminating at a riverside piazza. It would have two intermediate spaces along its length at the junctions with the north-south connection across the site.

3.67 In addition the proposal includes the provision of enhancement to the riverside walk, including the removal of the existing diversion through the northwest corner of the site. While the development fronts onto the riverside walk, it would also serve as a site entrance for riverside walkers.

3.68 The proposed routes through the site enable the development to be integrated with, and connected to the surrounding townscape. They provide important connections from the park to the river and along the river, and connect with the existing north-south road link.

3.69 The proposal would utilise high quality materials for the public realm and all space at ground floor level through the site would be permanently publicly accessible. This public realm would be animated through landscaping, public art and street furniture, to develop a high quality urban environment for the benefit of future occupiers, visitors and those moving through the site. Significant opportunity also exists for the proposed ground floor commercial units to be utilised as cafes and restaurants, which could extend into this public realm area.

3.70 The proposed development would be predominantly residential, which would have a ground floor presence, with entrances that would provide animation and a sense of overlooking and natural surveillance of the external spaces. The development also includes commercial units and a boat club at ground floor, which would provide further activity and interest through the site.

3.71 The form of the proposed building blocks is defined by the edges of the site and the routes through it, with the exception of two lozenge shaped buildings that would be set in a landscaped area towards the riverside.

Building Height and Scale

3.72 The height of the buildings within the development is an important consideration to ensure an appropriate relationship with surrounding development and heritage assets. Guidance for the heights of the proposed buildings have been derived, in part, from the heights of the proposed office buildings previously approved for this site, such that no part of the current proposal exceeds the height already permitted on this site. The building heights have also been informed by the heights of the adjoining buildings around the site and the impact that the development of the site would have on surrounding views, including those related to heritage assets.

3.73 Through the course of the application, and in response to officer negotiation, the heights of the proposed buildings fronting the River and those fronting Frank Banfield Park have been reduced in order to alleviate potential harmful impacts on the surrounding townscape. The revised heights have been tested through verified wireframe views from various viewpoints along the river including from Hammersmith Bridge itself and are considered to be acceptable. Along the River frontage, the proposed height of Block A will be of similar height to the existing Hammersmith Embankment Phase One office buildings, whilst the curved Blocks G and H would be lower than the adjoining office buildings.

3.74 The development rises to nine storeys in parts, and this nine storey element (at 33.6m AOD) remains below the maximum height of the previous office approval on the site (33.8m AOD). It should also be noted that the nine storey element of the proposed development is limited to three areas, and is not widespread through the site.

3.75 The verified views submitted with the application show that the proposed heights are consistent with surrounding riverside development, including Chancellor's Road, Winslow Road, Manbre Road and Crisp Road and would not harm this part of the conservation area or the setting of the grade II* listed Hammersmith Bridge. Accordingly the proposed building heights and related scale parameters are considered acceptable. However, it should again be noted that the majority of the development has been submitted in outline form, and the success of the proposed development, particularly at street level, will be dependent on high quality, detailed design proposals coming forward at Reserved Matters stage.

3.76 The Townscape and Visual Assessment submitted with the application concludes that the proposed development will not detrimentally affect the views from the Important Local View identified at the elevated hides in the London Wetland Centre. It also concludes that the effects of the proposed development on surrounding heritage assets and views from surrounding roads (including Chancellor's Road, Crisp Road, Winslow Road and Manbre Road) are considered to be of 'negligible significance' on the basis that the proposed development will be in keeping with the heritage and view baselines which includes modern development such as the Waterfront offices, King Henry's Reach, the Chivas building and Charing Cross Hospital.

Design

3.77 The masterplan layout proposes varying architectural expressions for each of the blocks on the site responding to their immediate settings and role. This would avoid a monolithic form of development which can arise where large schemes are restricted to a repetitive design, and would provide variation and interest across the site, reflecting the diverse mix of designs in the neighbourhood.

3.78 The strongest frontages are the major interfaces with the riverside and the proposed riverside park. Here the application has been revised to respond to officer concerns, resulting in reductions in height and increased setbacks, and by moving blocks G and H back from the riverside to allow for a more generous green space to the back edge of the river walk.

3.79 Full design detail is provided for Block A and the design approach has been defined for the other riverside Blocks, G and H. Design detail of the remaining buildings is limited to the siting and scale parameters. While the outline detail is limited, the layout and building footprints provide confidence of the overall design approach and relationships.

3.80 Block A on the riverside is the initial phase of the development and full detail of this building has been provided with this application. It would consist of two linear blocks running perpendicular to the river edge and would be connected by a link block at the eastern end. The proposed design leans heavily on a warehouse aesthetic, and it would have a solid character derived from its use of materials and depth to the façade with a generous depth of reveal to the fenestration.

3.81 The main part of the building would rise to seven storeys with a clear expression of a double height base in rusticated reconstituted stone, and a stock coloured brick above. The facades would include traditional vertical format windows and would be given a rhythm by bays of stacked, hung-balconies which would be terminated with curved heads at the attic storey. The composition is given proportion by cornices above first floor to define the base, at the penultimate floor level to define attic storey, and by the principal cornice at the top of the building. A lightweight primarily glazed penthouse floor (eighth storey), which would be set back from the riverside so that it would appear over the eastern part of the roof only, caps the building

3.82 The second phase of development is for the two pavilion buildings set in a landscaped riverside space. The landscaped ground wraps around the buildings and provides a space for recreation and leisure for the whole community. The buildings would contain mixed uses at ground floor providing an active base to the building and interface with public space. The pavilions would be seven storeys in height and would be lower than the existing commercial buildings alongside in the Hammersmith Embankment Phase 1 scheme. The buildings would be slim and curved in form with continuous wrap around balconies emphasising their form. They are paired to complement the flank end elevations of the linear blocks on Phase 1.

3.83 Unlike Block A, these buildings would be largely glazed and lightweight in appearance and would sit comfortably in the riverside open space. While this pair of buildings is within the outline element of the application, further commitment has been provided by the Applicant of the proposed design approach to materials and finish of the building, in recognition of the prominent, riverside, position. It is considered that this modern design approach would provide an interesting visual combination with the warehouse design of Block A.

Landscaping

3.84 Limited landscaping detail is provided with the application, as this is a matter reserved for later determination for the outline element of the site. However, the proposed layout provides sufficient opportunity for suitable landscaping to be incorporated into the scheme, both as public realm and as private and communal open spaces. The routes through the site could be developed into interesting areas through appropriate hard and soft landscaping, and the public open space area to the front of the site, between and around Blocks G and H, has significant potential to be developed into an interesting and inviting public space. The design of these and the other open areas through the site would be controlled through the submission and approval of further detail at both Reserved Matters and details stage.

3.85 The proposed development would see the removal of the remaining trees and vegetation on the application site, with the exception of the large Willow tree located on the river frontage at the southern end of the site, which would be incorporated into the development. The loss of existing trees on the site is regrettable, but not considered to be unacceptable in facilitating a comprehensive redevelopment of the site given that the trees to be removed are not considered to be of a high amenity value or quality. The loss of existing trees would be offset through the provision of replacement planting through the site and the Applicant has committed to a net increase in the number of trees.

3.86 Landscaping detail has been provided for the detailed element of the application. This outlines the desire to create an attractive public realm area, with structure provided

by hard landscaping features, and an attractive communal open space podium area for the occupiers of Block A. While further detail is required to detail hard landscaping in the public realm and proposed planting, the wider approach set out in the application is considered satisfactory.

3.87 The proposed improvements to the River Walk are within the detailed part of the application. The proposed development would remove the existing route diversion at the northern end of the application site, returning the walk to follow the river wall. Landscape planting would be provided to the landward side of the River Walk along with replacement paving to create an attractive finish.

Design Conclusion

3.88 Overall, it is considered that the application proposes an appropriate response to the site and would bring substantial benefits in terms of linkages both through the site to the river and park and to the surrounding streets. It would provide new frontages and repair a gap in the townscape and the fragmented street scene with activity and animation. Set in an area of varied architectural characters the proposed development would provide a new place with its own identity that successfully integrated into the surroundings. The development is consistent with the requirements for high quality design that are specified in national policy and guidance, the London Plan and the UDP, and it is considered that the high quality of the proposal would enhance this part of the Fulham Reach conservation area. It would be a high quality development which would make a positive contribution to the riverside, and provide a vibrant new urban quarter in this part of the Borough.

Pontoon Details

3.89 Policies 2.18, 7.27 and 7.28 of the London Plan (2011) seeks improvement in access to the Blue Ribbon network and the provision of waterborne recreation facilities.

3.90 Policy G8 of the London Borough of Hammersmith and Fulham UDP (as amended 2007) seeks to protect and enhance the character, use, ecology and archaeology of the River Thames and the riverside.

3.91 Policy EN32 of the London Borough of Hammersmith and Fulham UDP (as amended 2007) encourages development that provides for river based activities and uses.

3.92 Policy EN34A of the London Borough of Hammersmith and Fulham UDP (as amended 2007) requires development proposals on sites extending to the river edge to ensure that safe access to and from the foreshore is maintained or enhanced.

3.93 Policy EN35 of the London Borough of Hammersmith and Fulham UDP (as amended 2007) prevents development that encroaches into the river, listing exceptions to this, which includes jetties and piers.

3.94 Strategic Policy HTC (Hammersmith Town Centre and Riverside) requires the redevelopment of the site to bring forward access to the river for rowing.

3.95 Policy RTC1 of the emerging Core Strategy seeks new development to provide for water based activities, where appropriate.

3.96 In association with the proposed Boat Club that would be accommodated within Block A, the application proposes a pontoon in the Thames, which would facilitate rowing boat and kayak access to the river. The structure would be formed by a 25m x 5m floating platform that would be secured between two piles (one at either end of the structure) driven into the riverbed. The platform would float on the tide, moving up and down the piles.

3.97 A 13m long walkway would provide access to the pontoon. This would be anchored against the riverwall out to a transition platform that would be driven into the riverbed, before continuing to the pontoon.

3.98 On the landward side of the riverwall, a ramp would be required to provide access over the riverwall, ensuring that the statutory flood defences were maintained by the proposal. The ramp is positioned in front the northern wing of Block A, which is where the Boat Club would be located. This would provide the most direct route for boats to be moved from the Boat Club to pontoon access.

3.99 The Port of London Authority, who have separate control over any such structures in the Thames, have indicated support for the pontoon as it facilitates further safe access to the river. A separate approval process through the Port of London Authority is required to obtain necessary licenses for the structure.

3.100 The proposed pontoon is supported in principle by Development Plan policies that encourage development that enable recreational use of the Thames and would be a valuable addition to the development scheme. The pontoon has been designed to accommodate rowing eights, which are the largest intended potential user of the pontoon. The design of the pontoon and access is functional while retaining adequate safety measures.

3.101 The pontoon is within the detailed element of the application, and would therefore be expected to be provided within the first phase of the overall scheme construction. Further technical detail is required of the pontoon and access, and it is considered appropriate to address this by condition.

Residential Standards for Future Occupiers

3.102 Policy 3.5 of the London Plan (2011) requires new residential development to provide a high quality living environment internally. Table 3.3 to this policy specifies unit sizes (expressed as GIA) for new development. A caveat is included within the policy stating that development that does not accord fully with the policy can be permitted if it exhibits exemplary design and contributes to the achievement of other policy objectives.

3.103 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.

3.104 Policy 3.8 of the London Plan (2011) requires new residential development to be built to lifetime homes standards, with ten percent of units designed to be wheelchair accessible or easily adaptable to this standard.

3.105 Policy 7.3 of the London Plan (2011) advises that new development should seek to create safe, secure and appropriately accessible environments.

3.106 Strategic Policy G3 and policy EN10 of the London Borough of Hammersmith and Fulham UDP (as amended 2007) require new development to create a safe and secure environment.

3.107 Policy HO6 of the London Borough of Hammersmith and Fulham UDP (as amended 2007) requires, among other matters, 10% of new residential units to be designed to be suitable for occupation by wheelchair users.

3.108 Policy EN23 of the London Borough of Hammersmith and Fulham UDP (as amended 2007) requires the provision of suitable open space within new development to meet the needs of future occupiers. Policy EN23B similarly requires the provision of suitable playspace in development that provides family housing.

3.109 Policies EN23 and EN23B are supported by Standards S5A.1, S5A.2, S6 and S7.1 relating to the provision of amenity space in new development.

3.110 Standard S7A specifies minimum internal floorspace standards for new residential units.

3.111 Standards S13.1, S13.2 and S13.3 provide guidance on the loss of outlook and the loss of privacy of neighbouring properties arising from new development.

3.112 Policy H3 of the emerging Core Strategy requires new residential development to provide high quality living conditions for future occupiers.

3.113 The majority of the application has been submitted in outline form, and the internal configuration of the Blocks in this part of the development is not being considered at this time. However, the layout of the proposed development, for which approval is sought at this time, will have a large impact on the resulting living conditions that can be provided at Reserved Matters approval stage.

3.114 With the exception of some pinch points within the scheme, the layout generally provides 18m between building faces, providing confidence that suitable privacy and outlook, and adequate levels of daylight/sunlight will be provided for occupiers throughout the scheme. The pinch point areas will require specific design attention to ensure that no direct overlooking between windows results.

3.115 Design attention will also be required to manage the relationship between Blocks C and D and to ensure that the open space between these Blocks receives suitable levels of natural light to ensure that it provides quality space and appropriate conditions for supporting landscape planting.

3.116 The application documents confirm that no more than eight units will be accessed from a single core, all units will meet lifetime homes standard, 10% of units will be designed to be readily adapted to the wheelchair housing standard and that no single aspect units will be north facing.

3.117 The application documents confirm that, while the majority of the proposed units will accord with the Council's and London Plan (2011) minimum floorspace standards, the Manhattan units, at 41sqm to 43sqm in area, will fall short of the 44.5sqm and 50sqm guidelines of the Council and London Plan (respectively) for one bedroom, two

person units. This shortfall is, in this case, considered to be acceptable given the efficient design and internal layout of the proposed Manhattan units.

3.118 The detailed Block A plans submitted for approval demonstrate that all of the units will benefit from suitable living conditions in terms of privacy, outlook, and daylight/sunlight. Privacy screens are annotated on the submitted plans to prevent overlooking between units across the internal corners of the Block. Further detail of these screens is necessary to ensure that these are effective without enclosing units and acceptable in appearance, and it is recommended that this is sought be condition.

3.119 A range of conditions are recommended to ensure that suitable attenuation of the external effects of the use of any of the ground floors units is provided. It is noted that the site is not considered to be subject to any sources of background noise that require mitigation.

3.120 The Metropolitan Police Crime Prevention Design Adviser has provided advice on the application, with resulting revision to the application and commitment to various required measures to promote a safe and secure environment.

3.121 In general, the proposed development would provide extensive natural surveillance of the public realm within the development and of the neighbouring streets and Frank Banfield Park. This would assist in the creation and the perception of a safe and secure environment. The site would be covered by CCTV, which would be linked to the Council's system to enable subjects to be followed through the development from the surrounding streets. Specific measures will also be necessary to be provided for the control of access and activity within the basement level, and to prevent access being gained to the private (residential) areas of the Blocks. Conditions are recommended in this respect to ensure that the relevant policy objectives are met.

3.122 In recognition of the potential affect that this type of development can have on radio signals, a condition is also recommended to ensure that emergency services radio equipment works effectively throughout, and in the area surrounding, the development.

3.123 Accordingly, in conjunction with the design commitments offered by the Applicant, the proposed master plan layout is considered to provide sufficient opportunity for the provision of suitable internal living conditions for future occupiers. Similarly, the detailed layout of Block A is considered to provide suitable internal living conditions for future occupiers.

3.124 In relation to the external space requirements for future occupiers, the proposed development would provide private gardens for the four proposed houses, and private gardens, terraces and balconies along with communal amenity spaces to meet the needs of future occupiers. The public realm area within the development, including the access ways through the site, and the open space between Blocks G and H would also assist in meeting the needs of future occupiers.

3.125 The application has estimated the areas that would be provided within the site, and concludes that 7,484sqm would be provided as private balconies and roof terraces, 4,813sqm would be provided as communal amenity areas for occupiers, 4,014sqm would be provided as publicly accessible soft landscaping and 7,651sqm as publicly accessible hard landscaping.

3.126 No formal children's playspace is proposed within the development, and the well used playspace of Frank Banfield Park is often oversubscribed. However, it is considered that suitable alternative 'incidental' provision can be provided within the public realm (both hard surface and open space areas). A maze is proposed to be provided within the open space area, and informal opportunities could be incorporated into the hard landscaping, such as public art (perhaps climbable), playable water features and earth mounding. In this way it is considered that suitable informal play opportunities could be provided within the site for children. Conditions are recommended to implement this strategy as the development progresses.

3.127 In the wider area, the site benefits from direct access to both Frank Banfield Park and the Thames Path, and access to a number of parks in the surrounding area.

3.128 While the proposed external space provision within the site is considered sufficient to meet the day to day needs for passive external space, it is nevertheless likely that the occupiers would require access to surrounding parks and open space facilities to meet their wider active recreation and amenity needs. The Applicant has accepted that this is a likely consequence of the development, and a S106 contribution is proposed to address the additional impact on surrounding open space facilities and to extend the funding of the maintenance of Frank Banfield Park.

Impact on Neighbouring Properties

3.129 Policy 7.6 of the London Plan (2011) requires that new development does not cause unacceptable harm to the amenity of surrounding land and buildings, in relation to privacy, overshadowing, wind and microclimate.

3.130 Policy EN8 of the Unitary Development Plan relates to the design of new development and requires that the development accords with the principles of good neighbourliness

3.131 Neighbouring properties have benefitted from a favourable and opportune relationship with the site in the time that it has been cleared of development, which is uncharacteristic with the both the surrounding urban/central setting and the wider London context in general. Development of the site is generally accepted as being inevitable, and achievement of the Council and London wide strategic housing targets is largely dependent on such sites being brought forward for development.

3.132 As detailed in the preceding sections of this report, the intensity of the proposed development is supported by Development Plan policies seeking the optimal use of sites and the development is considered to be of an acceptable scale in strict design relationship terms.

3.133 The cleared site has resulted in some neighbouring properties having experienced better conditions than would normally be expected given the surrounding development context. Invariably, when a cleared or underdeveloped site is brought forward for a contemporary development, neighbouring properties will experience changes to their living or working conditions. In this development context, the planning assessment needs to consider both the overall impact on neighbouring properties and the resulting conditions that would be retained by these neighbouring properties.

3.134 The introduction of buildings ranging from four to nine storeys on the site will result in detrimental impact on the existing living conditions of some neighbouring properties, but the scale of this impact is not considered to be unacceptable on the affected neighbouring properties or to justify refusal of the application.

3.135 While the proposed development would dominate the outlook from many of the properties that directly face the application site, this would not result in enclosure of these properties and they would retain acceptable levels of outlook. The separation is also considered to mitigate against any perception of the development being overbearing on neighbouring properties.

3.136 The proposed development would be separated from neighbouring residential development by the roads that surround the site. This separation is considered to be an acceptable means to mitigate overlooking between the proposed development and neighbouring properties.

3.137 The application is supported by a detailed daylight and sunlight assessment that follows the guidance provided in the Building Research Establishment (BRE) handbook 'Site Layout Planning for Daylight and Sunlight' (1991).

3.138 Predictably, the study found that neighbouring properties benefit from a level of daylight and sunlight in excess of those found in a typical urban area and consequently, there is a greater potential for reduction of this resulting from development.

3.139 The vertical sky component (VSC), average daylight factor (ADF) and no-sky contour (NSC) daylight assessment methods were used to consider the daylight impact of the development on the surrounding area. 30 neighbouring residential properties, on Chancellor's Road, Winslow Road and Lochaline Road, were identified as having windows facing the site and were subjected to this impact assessment.

3.140 While daylight losses will be suffered by properties, these losses are classified as minor adverse effects, which may be marginally noticeable to the occupant. Where a property would see a reduction in the VSC level, the minor adverse conclusion is often reached as the ADF and NSC tests demonstrate that suitable levels would be retained.

3.141 The proposed development would result in minor adverse daylight losses to the following properties:

60 Chancellor's Road,
62-64 Chancellor's Road (commercial use),
70 Chancellor's Road,
45 Winslow Road,
47 Winslow Road,
49 Winslow Road,
51 Winslow Road,
53 Winslow Road,
55 Winslow Road,
57 Winslow Road,
59 Winslow Road,

3.142 In combination, the three assessment tests demonstrate that, while the proposed development will have an impact on the daylight received by neighbouring properties,

suitable levels will be retained by all neighbouring residential properties. While the proposed development would result in a reduction in light levels to neighbouring properties, this is in part due to the development of an existing open site, and as adequate levels would be retained, this is not considered to be materially harmful to the extent that would support a reason for refusal of the application.

3.143 Sunlight analysis was undertaken on windows that face within 90 degrees of due south that would potentially be affected by the proposed development.

3.144 Negligible impact was determined on surrounding properties, with the exception of the 62-64 Chancellor's Road and 70 Chancellor's Road, which would encounter minor adverse impacts.

3.145 Transient overshadowing studies were also undertaken to detail the shadow that the proposed development would cast over the surrounding area in March, June and December. The application concludes that, where the overshadowing affects neighbouring residential properties, the impact of this on living conditions would be minor.

3.146 The proposed development would result in some overshadowing of the neighbouring commercial buildings on Chancellor's Road. While this overshadowing would cause some detriment to the working conditions provided in these buildings, it is not considered to warrant refusal of the application given the less sensitive commercial use of the buildings and limited extent of shadow effect.

3.147 Overshadowing of Frank Banfield during summer months would be limited, with this generally restricted to late afternoon (5pm onwards). However, overshadowing during winter months would be more extensive, with overshadowing from 2pm onwards. This impact is considered to be an unfortunate consequence of the development, but acceptable nevertheless, and it is noted that the open space provided to the front of Blocks G and H would be available to partly mitigate this impact.

3.148 In summary, as the application site is currently vacant, many neighbouring properties would experience notable changes to living and working conditions that would be greater than more common development circumstances that involve replacement of existing development on a site. However, the proposed development is not considered to result in unacceptable detriment to existing levels of privacy or outlook or to result in an overbearing presence on neighbouring properties. While the development would result in isolated losses of daylight/sunlight to windows of surrounding properties, this is considered to be minor in scale and overall an acceptable impact. Accordingly, the impact of the proposed development on neighbouring properties is considered to be acceptable.

Transport - Car Parking, Highway Safety, and Network Impact

3.149 PPG13 expects better integration between planning and transport and promotes accessibility by public transport, walking, cycling instead of the private vehicles.

3.150 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 of public transport services. The

policy also provides guidance for the establishment of maximum car and cycle parking standards.

3.151 Policy 6.3 of the London Plan (2011) requires applications for new development to detail the impacts on transport capacity and that any development does not compromise highway safety.

3.152 Policy 6.9 of the London Plan (2011) seeks to facilitate an increase in cycling in London and requires that new development provides for the needs of cyclists.

3.153 Policy 6.10 of the London Plan (2011) seeks an increase in walking in London through the provision of high quality pedestrian environments.

3.154 Policy 6.11 of the London Plan (2011) seeks a coordinated approach to smoothing traffic flow and tackling congestion through a range of sustainable development principles, public transport improvements and corridor management.

3.155 Policy 6.13 of the London Plan (2011) states the 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 are met.

3.156 Policy TN4 of the London Borough of Hammersmith and Fulham UDP (as amended 2007) requires new development to incorporate ease of access by disabled people and people with mobility impairment.

3.157 Policies TN5 and TN6 of the London Borough of Hammersmith and Fulham UDP (as amended 2007) require that the design and layout of development provides for the needs of pedestrians and cyclists respectively.

3.158 Policy TN8 of the London Borough of Hammersmith and Fulham UDP (as amended 2007) sets out the Borough's road hierarchy and the restrictions on development within this hierarchy.

3.159 Policy TN13 of the London Borough of Hammersmith and Fulham UDP (as amended 2007) states that the arising traffic generation of development will be assessed along with the contribution to traffic congestion.

3.160 Policy TN15 of the London Borough of Hammersmith and Fulham UDP (as amended 2007) requires new development to accord with the car parking standards set out in the Plan.

3.161 Policy TN21 of the London Borough of Hammersmith and Fulham UDP (as amended 2007) advises that development will be required to contribute to public transport where necessary due to resulting impact on services.

3.162 Policy TN28 of the London Borough of Hammersmith and Fulham UDP (as amended 2007) requires the provision of adequate servicing arrangements within new commercial development.

3.163 London Borough of Hammersmith and Fulham UDP (as amended 2007)

Standards:

Standard S18 requires compliance with the Council's car parking standard except in exceptional circumstances and requires car parking spaces for commercial uses to be provided within a site.

Standard S19 provides detailed guidance on expectations for the overall layout of a car parking area and the dimensions of each space.

Standard S20 requires the provision of cycle parking and necessary complementary facilities to meet the needs of cyclists.

Standard S21 details the requirements for the provision of servicing of non-residential development.

Standard S23 states that shared surfaces will only be considered to be acceptable where it can be assured that vehicle speeds will be low.

3.164 Policy T1 of the emerging Core Strategy seeks improvement to the opportunities for walking within the Borough and localised highway improvements to reduce north-south congestion in the Borough and 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.

3.165 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 this case, the transport impact of development would be expected to be somewhat exacerbated due to the existing congestion of Fulham Palace Road, as the heavy trafficking of this road results in vehicles incurring longer waiting times when joining this road from tributaries, which in turn increases the potential for queue formation.

3.166 In assessing the transport impacts of this application, consideration must be given to the reasonable amount of car parking that should be provided on this site, 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.

3.167 The site benefits from excellent public transport accessibility, being within walking distance of the Hammersmith transport interchange and north south bus routes on Fulham Palace Road. While the immediate surrounding streets are lightly trafficked, Fulham Palace Road and the Hammersmith gyratory are recognised as being heavily trafficked. The surrounding streets are subject to high car parking stress, and car parking is restricted through controlled parking zones. Both the Thames Path and parallel roads are well used by pedestrians and cyclists.

3.168 Public consultation responses received through the application expressed concern to ensure that any development provided sufficient car parking provision for the needs of future occupiers, did not result in an increase in on street car parking stress, and did not result in traffic congestion.

Car, Cycle and Motorcycle Parking

3.169 The application proposes a total of 466 basement level car parking spaces, which would be accessed from a single point on Chancellor's Road, and a further four spaces that would be provided at grade (as integral garages to houses). 338 car parking spaces would be provided for the residential units, 75 of which would be

designated for wheelchair users. 112 car parking spaces would be provided for visitors to the site, and ten spaces for the commercial element, 2 of which would be designated for wheelchair users. 10 car club spaces are also proposed.

3.170 The maximum residential car parking standards specified in the London Plan allow for less than 1 space per one-two bedroom unit, 1-1.5 spaces per three bedroom unit and 1.5-2 spaces per four bedroom unit, in this case a total of circa 774 residential spaces. However, a caveat accompanies the standards stating that all development in areas of good public transport accessibility should aim for significantly less than 1 space per unit. As the site benefits from a PTAL level of 6A the proposed development should therefore aim for less than one car parking space per unit.

3.171 The Council's maximum residential car parking standards allow for 0.8 spaces per one bedroom unit, 1 space per two bedroom unit, 1.2 spaces per three bedroom unit and 1.4 spaces per four bedroom unit, in this case a total of 739 spaces, plus provision for 148 visitor spaces.

3.172 At an overall provision of 0.6 residential spaces per unit, the proposed car parking provision is therefore well within the maximum standards as specified in the London Plan and Council's Unitary Development Plan. The proposed provision is considered to be suitable for the proposed development, given the accessible site location, and would be sufficient for the needs of future occupiers.

3.173 Six car parking spaces would be provided with active charging points for electric vehicles in phase 1 of the development. For the overall development, 100% passive provision for electric vehicles is proposed. A Travel Plan provision would allow occupants to request conversion of passive points to active points. A condition is recommended requiring a minimum of 20% active charging points across the overall development to accord with the London Plan (2011) standard.

3.175 While car parking provision below one space per unit has the potential to increase the pressure for off spill car parking on the surrounding streets, it is considered that this could be prevented by removing the eligibility of future occupiers for on-street resident car parking permits in the surrounding controlled parking zones. A provision is proposed to be included within the legal agreement to address this.

3.176 The London Plan and Hammersmith Unitary Development Plan cycle parking standards require a minimum of 908 cycle parking spaces to be provided for the residential use. The application proposes that these spaces would be provided within secure storage racks within the basement level.

3.177 Cycle parking provision of 30 spaces for the non-residential units is also proposed to be provided at basement level, along with 25 visitor cycle parking spaces within the public realm at surface level. Further detail of this would come forward with relevant reserved matters applications, subject to a recommended condition.

3.178 A total of 44 motorcycle parking spaces are also proposed at basement level. While there is no policy requirement for these, the provision is welcomed and reflects motorcycle and scooter use.

3.179 A range of conditions are considered necessary relating to detailed design matters, and these are attached to the recommendation.

Traffic Generation and Highway Impact

3.180 The traffic generation of the proposed development has been predicted using established database methods, and the impact of this has then been modelled on the surrounding road network.

3.181 The trip generation for the proposed development shows that, while the development would provide a significant level of car parking on the site, the actual car movements would be relatively low. The AM peak hour (08.00-09.00) would see a total of 65 vehicle movements (38 inbound and 27 outbound) and the PM peak (17.00-18.00) would see a total of 38 vehicle movements (12 inbound and 26 outbound).

3.182 The modelling of these predicted traffic flows on surrounding junctions has indicated that they would add up to one vehicle to the Chancellor's Road - Fulham Palace Road junction queue, with negligible impact on other junctions. This is considered to be a minor and acceptable impact.

3.183 In recognition of the traffic that the development would add to Fulham Palace Road, a Section 106 contribution towards work to the Fulham Palace Corridor is proposed. Such a contribution is considered to be necessary as, while the traffic yield arising from the proposed development would be modest, due to the existing saturation of the Fulham Palace Road capacity it would have a cumulative impact.

Highway Safety

3.184 Full detail of the proposed principal site access arrangements from Chancellor's Road has been provided with the application, and the proposed access has been subjected to a safety audit. The safety audit confirmed the acceptability of the proposed arrangements, subject to a range of minor on-street revisions. This detail proposes the removal of on street car parking spaces between the proposed access and river end of Chancellor's Road. It is not considered necessary to remove all of these spaces, due to the low speed environment of this part of the road, and revision to these details is recommended to be secured by condition.

3.185 Further detail will be assessed at the time of detailed submission of the remaining pedestrian accesses to the site.

Site Servicing

3.186 Servicing of the ground floor commercial units by larger vehicles would be expected to be undertaken at surface level, with smaller vehicles also able to enter the basement and move goods to the units using the lift cores. Concierge services on the site would manage surface level access for vehicles by way of retractable bollards, and access would be provided into the site to the rear of Block A from Chancellor's Road, and between Blocks E and F from Winslow Road. Further detail is proposed to be provided by way of a Servicing and Delivery Plan, which would be secured by condition.

3.187 The application proposes the refuse and recyclables collection will take place from a storage area at basement level utilising Council collection services. Details of the tracking of the refuse vehicle and emergency services vehicles are required and it is considered acceptable for this to be addressed by condition.

3.188 Further detail is also required by condition to demonstrate that adequate emergency service vehicle access is provided throughout the site.

Pedestrian Network

3.189 The master plan layout is based around two accesses through the site, one providing a continuation of the north-south route of the surrounding area, and a central boulevard that would link Frank Banfield Park with the river frontage. The application also proposes improvement works to the Thames Path, which is a major pedestrian route.

3.190 As the majority of the proposed development has been submitted in outline form, limited detail of the pedestrian environment through the site has been provided. However, as the ground level would be consistent through the site, the proposed development could readily address key access issues. Appropriate conditions are recommended to address this aspect.

3.191 Future occupiers of, and visitors to, the proposed development would be expected to access the site from the Hammersmith transport interchange, as the largest public transport facility in the local area. Pedestrian and cycle access to the station from the site is available using (Chancellors Road and) Fulham Palace Road and an alternative, and less used route is available using Crisp Road and Queen Caroline Street. In recognition of the likely pedestrian numbers from the site that will be using the station, and the potential improvements that could be made to the local pedestrian street environment, a Section 106 contribution is proposed towards improvements to the pedestrian environment.

Travel Planning

3.192 The site location, with good access to public transport facilities and a Major Town Centre, suggests that future site occupiers and visitors could readily utilise public transport facilities. This has been reinforced by the proposed reduced car parking provision. To assist those households without cars, a car club is proposed to make up to ten vehicles available (at cost to the user) for unavoidable vehicle requirements.

3.193 The application also proposes the introduction of a travel plan to the site, with a designated travel plan coordinator to assist with the implementation of the proposed travel plan measures. A draft travel plan has been submitted with the application, and this sets out target modal split for journeys from the site. A condition accompanies the recommendation requiring implementation of the travel plan and submission of monitoring information.

Construction Traffic

3.194 The application estimates that the proposed development would be constructed over the course of eight years. Construction vehicle trips generated by the proposed development are estimated, at their peak, to average around 100 trips (50 vehicles) each working day. For an eight hour working day this is equivalent to an average of approximately 13 trips per hour. Additional vehicle movements would be expected related to construction workers.

3.195 The impact of this construction traffic is proposed to be addressed by way of a Construction Management Plan to ensure that traffic disruption is minimised and that alternative staff transport options are followed, for example, public transport or employer transport.

Sustainability - Energy

3.196 PPS22 sets out the Government's target of reducing carbon dioxide emissions by 60% by 2050 through improved energy efficiency measures and the use of renewable energy.

3.197 The suite of London Plan (2011) energy policies set out the lean, clean green approach to building design and the related strategic targets.

3.198 Policy 5.1 states the target to achieve a 60% reduction in London's CO₂ emissions by 2025.

3.199 Policy 5.2 advises that the policy 5.1 target should be achieved through planning decisions by using less energy, supplying energy efficiently and using renewable energy (lean, clean, green), and specifies CO₂ reduction targets for new development, progressively increasing to zero carbon development between 2016 and 2031.

3.200 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, 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.

3.201 Policy 5.6 encourages the use of decentralised energy (combined heat and power systems) in new major development.

3.202 Policy 5.7 seeks the incorporation of renewable energy generation in new development to assist in the reduction of CO₂ emissions.

3.203 Policy 5.8 supports the use of innovative alternative energy technologies to reduce the use of fossil fuels and CO₂ emissions.

3.204 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 effects.

3.205 Policy G0 of the London Borough of Hammersmith and Fulham UDP (as amended 2007) seeks the overall goal of sustainable development and promotes energy and resource conservation.

3.206 Policy CC1 of the emerging Core Strategy states that the Council will 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) reduction targets.

3.207 Policy H3 of the emerging Core Strategy requires new housing development to be well designed and energy efficient in line with the requirements of the Code for Sustainable Homes.

3.208 The application proposes a high quality design that incorporates modern methods including advanced insulation and supplementary water heating to provide an efficient building that would exceed Building Regulation 2010 compliant CO₂ emission targets.

3.209 The application proposes a central gas fired combined heat and power (CHP) unit to supply both residential and commercial parts of the development. This would result in a further 25% reduction in CO₂ emissions from the development.

3.210 The application proposes air source heat pumps and 210sqm of photovoltaic panels to provide a further 1.5% CO₂ reduction.

3.211 Following the lean, clean, green approach, the residential element will achieve an overall reduction in CO₂ emissions of 31% and the overall site will achieve a 28% reduction. The proposed energy strategy and resulting reductions in CO₂ are considered to be consistent with the objectives of the policy guidance.

3.212 Wider residential sustainability measures are proposed to be addressed through compliance with Level 3 of the Code for Sustainable Homes. Non residential sustainability measures are proposed to be addressed through requiring compliance with an equivalent BREEAM rating. It is noted that these levels relate to the 2010 Building Regulations, and are considered to represent reasonable design targets. Conditions are recommended to secure these aspects.

Water Resources and Drainage

3.213 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.

3.214 Policy 5.11 of the London Plan (2011) supports the provision of green roofs within development to assist in sustainable urban drainage systems.

3.215 Policy 5.12 of the London Plan (2011) states that new development must comply with the flood risk assessment and management requirements of PPS25.

3.216 Policy 5.13 of the London Plan (2011) states that development should incorporate sustainable urban drainage systems and specifies a drainage hierarchy for new development.

3.217 Policy 5.14 of the London Plan (2011) states the requirement for development proposals to ensure the provision of adequate wastewater infrastructure to meet the related needs.

3.218 Policy 5.15 seeks the conservation of water resources through, among other matters, minimising water use and promoting rainwater harvesting.

3.219 Policy CC1 of the emerging Core Strategy requires that new development is designed to take account of increasing risks of flooding.

3.220 Policy CC2 of the emerging Core Strategy states that new development will be expected to minimise current and future flood risk and that sustainable urban drainage will be expected to be incorporated into new development to reduce the risk of flooding from surface water and foul water.

3.221 The application site is located primarily within flood zone 3a and a Flood Risk Assessment has been provided that details the effects of the proposed development on water resources and flood risk. The proposed drainage strategy for the site forms part of this Assessment.

3.222 The design of the proposed development is based around the protection of the existing river wall, which exceeds the 5.54m AOD statutory flood defence level.

3.223 The application proposes that all surface water flows within the site would be directed through a drainage system that discharged directly to the River Thames, independent of the existing public sewer system.

3.224 While areas of soft landscaping and green roofs will reduce run off rates, uncontrolled discharge to the river would have the potential to scour the river bed at the point of discharge. To prevent this, an onsite, underground detention tank will be provided within the drainage system to restrict water flow rates exiting the site. Filters within the surface water drainage system (sumps and detention tank) will be used to prevent sediment, rubbish and other contamination caught within the system from being discharged to the river.

3.225 The Environment Agency has been involved in extensive negotiations to agree the content of the Flood Risk Assessment and the detailed drainage strategy.

3.226 Thames Water have advised that insufficient capacity exists in the surrounding infrastructure to cater for foul water from the site, and a condition is recommended to address this by way of submission of further details and agreement with Thames Water.

Ecology

3.227 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.

3.228 Policy 5.11 of the London Plan (2011) supports the provision of green roofs within new development as a way of enhancing habitat diversity within London.

3.229 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.

3.230 Policy EN28A of the London Borough of Hammersmith and Fulham UDP (as amended 2007) states that the Council will not approve development that would have a demonstrably harmful effect on protected species or their habitat.

3.231 Policy EN29 of the London Borough of Hammersmith and Fulham UDP (as amended 2007) 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.

3.232 Policy OS1 of the emerging Core Strategy states the Council's objective to protect and enhance biodiversity in the Borough.

3.233 Policy RTC1 of the emerging Core Strategy states the aim to enhance river related biodiversity.

3.234 The main site currently has limited ecological value, but the significant size of the site offers value for, particularly birds and insects. Ecological detail submitted with the application detail studies that did not find any protected species on the site. The River Thames area of the wider site has significant biodiversity value, with the foreshore area

3.235 The proposed landscaping within the scheme, including planting associated with the river front park area, along with the provision of brown/green roofs and nest and bat boxes will provide replacement habitat for species that currently use the site, such as birds and insects.

3.236 The proposed river pontoon has the potential to impact on foreshore species and habitat biodiversity through the construction phase, the area lost to piles and permanent overshadowing of an area of river bed. In recognition of this, the application proposes mitigation in the form of supplementary habitat that will be provided with the repairs to the river wall through addition of fenders and boxes.

3.237 It is noted that the pontoon structure has potential to result in localised scouring of the river bed through interaction with the river current, and a condition is recommended to provide further details of mitigation. It is likely that this would take the form of fins on the structures driven into the river bed.

3.238 The high quality habitat measures that are proposed to be incorporated into the development are considered to offset the loss of ecological value through development of the site and are considered to provide a reasonable strategy for the site in accordance with the relevant policy objectives.

Land Contamination

3.239 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.

3.240 Policy CC4 of the emerging 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.

3.241 The previous commercial uses of the site are known to have resulted in ground contamination. While the majority of the site will be excavated to form the basement level, a detailed risk assessment that explores contamination and potential pathways to all receptors, including construction phase, long term and off site impacts is required to support a remediation strategy.

3.242 While background work has been submitted with the application, further detail is required that will then inform a remediation strategy for the site. It is recommended that this is addressed by planning conditions, which is considered to be an effective and acceptable manner of ensuring compliance with best practice measures and the protection of health and safety for all potential receptors.

Archaeology

3.243 PPS5 provides advice on identifying heritage assets and assessing the effect that a development will have on the significance of those assets and their settings. It promotes the conservation of heritage assets and encourages opportunities to better reveal their significance by enhancing their setting.

3.244 Policy 7.8 of the London Plan (2011) advises that development should incorporate measures that appropriately address the site's archaeology.

3.245 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.

3.246 Policy BE1 of the emerging Core Strategy advises that new development should respect and enhance the historic environment of the Borough, including archaeological assets.

3.247 The site is located within a designated archaeological priority area and has been the subject of archaeological investigation since 1999. A number of phases of activity on the site have been recorded, including prehistoric finds, roman finds, Saxon finds and finds relating to 17th Century glass bead manufacturing. Parr's Ditch, a later medieval period watercourse once flowed through the site and physical evidence of this has been recorded in recent investigations.

3.248 The application is supported by an Archaeological Assessment that concludes that the site is likely to have isolated and fragmentary survival of archaeological remains.

3.249 The English Heritage Archaeology response acknowledges the likelihood of remains on the site, and accepts that this history could be addressed through planning conditions attached to an approval. Appropriate conditions are attached to the recommendation. In recognition of the history of the site, a condition is also recommended requiring the provision of information boards in appropriate public locations within the development.

Wind Microclimate

3.250 Policy 7.6 of the London Plan (2011) requires that new development does not cause unacceptable harm to the amenity of surrounding land and buildings, including through microclimate impacts.

3.251 Policy 7.7 of the London Plan (2011) also requires that the area surrounding tall buildings is not detrimentally affected in terms of microclimate and wind turbulence.

3.252 The application is supported by a detailed computational fluid dynamics assessment of the resulting wind microclimate, based on the guidance offered by the Lawson Criteria.

3.253 The study concludes that the proposed development would reduce wind velocities experienced in Frank Banfield Park, offering an improvement to this area.

3.254 A number of ground level zones within the development were identified as potential areas of wind acceleration that could compromise comfort levels for sitting and standing and walking. Accordingly, detailed design measures are recommended to be secured by condition to ensure that the resulting ground level, public realm environment is comfortable for all future users. The specific measures required would not be expected to result in building revision, rather measures such as street furniture and landscaping would be expected to provide adequate mitigation to the wind environment.

3.255 The impact of the proposed development on the river environment was also considered, specifically in relation to sailing and rowing. Through various wind directions, the common impact of the proposed development is that it would reduce wind velocity on the river in front of the site. The resulting reduction in wind velocity would not be detrimental to river users.

3.256 Subject to detailed mitigation measure being incorporated into the proposed development, the resulting wind microclimate is considered to be acceptable.

Air Quality

3.257 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 (PM10). The main local sources of these pollutants are road traffic and buildings (gas boiler emissions).

3.258 Policy 7.14 of the London Plan (2011) seeks that development proposals minimise pollutant emissions.

3.259 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.

3.260 Policy CC4 of the emerging 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.

3.261 An Air Quality Assessment has been undertaken by the Applicant. It concludes that during construction, releases of dust and particulates associated with road traffic are likely to occur. However, this is a temporary effect and the Applicant has committed to meeting good construction practices and implement suitable mitigation measures (such as wheel washing, regular inspection of roads to check for mud/dust deposits and removal), which means that the effect of dust and particulates can be reduced and excessive releases prevented. The Applicant's assessment of the potential effects of the completed development was undertaken using air quality computer modelling to predict changes in the concentrations of pollutants. The results of this assessment confirm that the proposed development would cause an imperceptible increase in

pollutant concentrations, but the levels would remain below the objectives set by the Government for controlling air quality.

3.262 The largest source of air quality contaminants through London is from vehicle use. As detailed in the discussion of transport impacts, the proposed development is based on a reduced car parking standard that would realistically prevent approximately half of the proposed units from car ownership. This would result in a reduction in reliance on private vehicle trips, which in turn would make provide a significant reduction in the emission of air quality contaminants related to the long term occupation of the site.

Phasing and Construction

3.263 The application proposes a phased development of eight years duration that would start at Block A (detailed with this application) and proceed anticlockwise through the site, completing the river frontage Blocks, and then the Blocks to Winslow Road and then those along Distillery Road. Excavation, along with any necessary remediation would precede development above ground on each phase.

3.264 A draft construction management plan has been submitted with the application.

3.265 There is significant potential for disturbance of neighbouring properties during the construction of the proposed development and much of this is considered to be unavoidable.

3.266 While there is planning policy support for use of the Thames River for transportation of construction materials and waste, this is not a practical possibility in this location due to the significant tidal variation in this location, with a foreshore exposed for much of the tidal range in front of the site.

3.267 All material will therefore likely be brought to the site by vehicle, and the excavated material to form the basement removed from the site also by heavy vehicle. While this traffic would not result in congestion of the quiet roads immediately surrounding the site, it would be noticeable for residents. Suitable hours for deliveries and vehicles removing material from the site are recommended to be controlled by condition.

3.268 Other standard construction mitigation measure would be expected, for example the damping down of material to prevent dust through dry periods and wheel washing to prevent tracking of material onto the highway from the site. Extensive conditions are recommended to control construction activities on the site.

3.269 It is noted that the construction phase of the proposed development would provide significant employment opportunities, with an estimated 250-300 jobs created. 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.

Impact on Community Infrastructure and Planning Obligations

3.270 Policy 8.2 of the London Plan (2011) recognises the role of planning obligations in mitigating the effects of development and provides guidance of the priorities for obligations in the context of overall scheme viability.

3.271 Policy EN23 of the London Borough of Hammersmith and Fulham UDP (as amended 2007) recognises that open space needs can often be addressed off-site and that planning obligations can provide a mechanism for this.

3.272 Policy CF1 of the emerging Core Strategy requires that new development makes contributions towards or provides for the resulting increased demand for community facilities.

3.273 Residential development of the scale proposed would inevitably place additional demand on the existing social and physical infrastructure of the surrounding area. Infrastructure impacts could not reasonably be expected to be absorbed within the site, and these would be met externally, generally within the surrounding area. These externalities relate to demands on both social/community facilities and physical infrastructure arising from demand that would result from the population yielded by the development. These externalities would be addressed through a section 106 agreement, generally by way of a financial contribution to mitigate likely impacts.

Education Facilities

3.274 The application would yield a school age population that would impact on demand for local education facilities. A financial contribution of £1,000,000 is recommended to address the demand for school places.

Parks

3.275 As discussed in other sections of this report, the landscape strategy for the site includes the provision of a publicly accessible open space within the development. However, the open space provided on the site would not be expected to fully address the needs of future occupiers, and that these would be met in the surrounding area. In recognition of the increased use of surrounding parks, a financial contribution of £1,100,000 that would be spent on neighbouring open space, including maintenance of Frank Banfield Park for a further 10 years beyond the existing contract is recommended.

Health Care facilities

3.276 To address the impact of the proposed development on primary health care facilities in the surrounding area, a contribution of £300,000 to the Primary Care Trust is recommended.

Community Facilities

3.277 The proposed Boat Club within the development is intended to be a facility that would be accessible for the wider community, with a specific focus on development of youth rowing. While there are grant funding streams that are being investigated, the establishment and on-going operation of the boat club would require significant subsidy. While the detail of this has not been finalised, there is sufficient confidence of the need and the demand for such a facility. An overall allocation within the Section 106 of £3,000,000 is proposed to be provided for the Boat Club, with a strategy for the

proposed development and management of the club to be prepared and provided by the Applicant.

3.278 The site of the former Distillery Lane Centre is being purchased by the Applicant at market value based on its potential for residential development. The existing building also has planning permission for use within the D1 use class. The Applicant intends to bring this building back into some form of community use and other possible use within class D1 such as to provide a community resource of some kind which will be available to the community including residents of the proposed development. It is therefore appropriate to make an allowance within the overall S106 package reflecting the difference in land values i.e. the purchase price and its value as a D1 use. This difference in land value and the effective value of the Applicant's subsidy in making the site available for community and D1 use is £2,250,000.

Transport

3.279 As detailed in the Transport section of this report, contributions are considered necessary to provide funding towards the Fulham Palace Road corridor works and towards pedestrian environment and public realm enhancements between the site and the Hammersmith town centre. Further contributions are necessary towards controlled parking zone review in the areas adjoining the site along with the costs involved in Provision within the agreement would also be required to prevent future occupiers from being eligible for on street residential car parking permits, in recognition of the low car nature of the proposal. In total, a contribution of £3,500,000 is recommended to fund the necessary works.

Town Centre

3.280 A contribution of £850,000 is recommended towards town centre improvements in recognition of the relationship that the site will have with the town centre as the primary retail destination for future occupiers.

Other Required Planning Obligations

3.281 In addition to the above financial contributions, a range of non-financial matters are necessary to be secured within the legal agreement that are considered necessary to mitigate the impact of the development:

3.282 In summary, the legal agreement would be required to cover the following summary heads of terms:

Affordable Housing in the form of 75 DMS Manhattan units at a sale price of £175,000, 74 DMS Manhattan units at a sale price of £224,000 and 37 DMS two bedroom units at a sale price of £224,000.

A financial contribution of £1,000,000 towards provision of education facilities in the Borough.

A contribution of £1,100,000 towards maintenance and the improvement of parks and open space facilities in the area, including provision for a further ten years of maintenance of Frank Banfield Park.

A contribution of £300,000 towards primary health care facilities in the Borough

Provision of a community use Boat Club on the site, the details of management and development of which shall be agreed through the agreement of a detailed strategy, including subsidy to the value of £3,000,000 by the Applicant.

Retention of the Distillery Centre by the Applicant in community use for the benefit of the wider community.

Contribution of £3,500,000 towards transport improvements, including Fulham Palace Corridor works, pedestrian and public realm improvements and controlled parking zone review.

A contribution of £850,000 towards town centre improvements.

Provision for re-allocation of contributions within the overall amount agreed to allow flexibility with regard to final costs, to ensure that impacts of the development are properly met.

Requirement for negotiation of an agreement for lease on commercial terms to accommodate floorspace within the development for Riverside Studios by an agreed backstop date.

Provision of public art within the site, including information boards relating to the sites archaeological and wider history.

Completion Thames Path and river wall works.

Linking of site wide public realm CCTV to the Council system.

Public rights of access to the public realm area, including the public open space, of the proposed development, albeit that it will not be dedicated or adopted formally as open space.

Provision of up to ten car club spaces within the basement car park.

Commitment to local labour scheme.

Commitment to provision of apprenticeships on the site.

Commitment to meet the costs of the Council's Legal, Professional and Monitoring Fees associated with the Section 106 agreement.

Conclusion

3.283 The application site offers a unique opportunity to provide a comprehensive redevelopment of a large river side site. It is necessary for any development of the site to respond to the surrounding development context, which includes a mix of building scales and uses, and significant heritage assets along with the riverside and park side setting. The proposed development is considered to have addressed this varying development context and would provide a highly sustainable form of mixed use development that optimises the use of the site, while not causing detriment to the character of the surrounding area.

3.284 The proposed master plan layout is based around two principal routes through the site that would provide connectivity with the surrounding streets, which in combination with the extensive public realm proposed within the site (including the provision of a riverside park and improvements to the Thames Path), would ensure that the development became part of the surrounding area. While the majority of the application has been submitted in outline form, the proposed siting and scale parameters proposed by the application are considered appropriate for the site. The design of the detailed element of the application, Block A, would provide a building of an interesting and high quality appearance.

3.285 The proposed development would make a significant contribution to addressing the overall borough housing demand, and the 25% affordable housing provision would provide 186 units of affordable accommodation, making a substantial contribution towards the Council's identified need and housing targets.

3.286 In addition to the residential uses proposed, the flexible commercial space offers an opportunity to add further activity to the public realm area of the site and to provide services and facilities to meet the needs of future occupiers.

3.287 The proposed Boat Club and pontoon offer the opportunity for a unique community focussed facility, which would provide further interest and activity for the site. The proposed management of a community use of the neighbouring Distillery Centre by the Applicant provides further opportunity for community benefits.

3.288 An extensive package of planning obligations is proposed by the applicant to address likely external impacts, in addition to the community facilities that would be provided.

3.289 Overall, the application is considered to provide an interesting and high quality development of the vacant site and substantial benefits to the area, and is recommended for approval subject to referral to the Mayor of London, completion of a necessary legal agreement and to an extensive range of conditions.

Ward: Hammersmith Broadway

Site Address:

Temple Lodge 51 Queen Caroline Street London W6 9QL



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For identification purposes only - do not scale.

Reg. No:
2011/01147/FUL

Case Officer:
Dale Jones

Date Valid:
13.04.2011

Conservation Area:
: Hammersmith Odeon Conservation Area -
Number 44

Committee Date:
14.09.2011

Applicant:

The Christian Community In London Ltd
Temple Lodge 51 Queen Caroline Street London W6 9QL

Description:

Erection of a single storey front and side extension fronting Queen Caroline Street incorporating chapel meeting room, foyer and storage following demolition of existing chapel and boiler room. External alterations to north-west and north-east elevations of former studio building at ground and first floor levels. Erection of a two storey side extension and single storey entrance lobby to north-east elevation of former studio building. Erection of new bin store in courtyard and partial rebuilding and partial demolition of existing gates, gate piers and wall fronting Queen Caroline Street. Erection of an additional floor at second floor level to West wing of Temple Lodge. Installation of solar panels to flat roof of rear part of studio building.

Drg Nos: 250/22B; 23B; 24A; 26A; 27; 29A and K-DDA01; Design & Access Design & Access Statement.

Application Type:

Full Detailed Planning Application

Officer Recommendation:

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

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

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

- 2) The development hereby approved shall not be erected otherwise than in accordance with the detailed drawings which have been approved; references: 250/22B; 23B; 24A; 26A; 29A and K-DDA01.

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 EN2, EN3 and EN8 of the Unitary Development Plan as amended 2007.

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

To ensure a satisfactory external appearance, in accordance with Policies EN2, EN3 and EN8 of the Unitary Development Plan as amended 2007.

- 4) The development shall not commence until details of the proposed boundary treatment fronting Queen Caroline Street have been submitted to and approved in

writing by the Council. Approved details shall be implemented prior to first use of the development and thereafter be permanently retained.

To ensure a satisfactory appearance, in accordance with policies EN2, EN3 and EN8 of the Unitary Development Plan as amended 2007.

- 5) Prior to commencement of the development hereby approved, a Demolition and Construction Management Plan shall be submitted to and approved in writing by the Council. Details shall include control measures for dust, noise, vibration, lighting and working hours, details of vehicle movements and numbers, and showing how sustainability principles will be met in terms of construction. 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, to prevent potential adverse impact on residents and the local road network, and in the interests of environmental sustainability, in accordance with Policies EN20A, EN20B, EN20C, EN21 and TN8 of the Unitary Development Plan, as amended 2007.

- 6) The demolition/development hereby permitted shall not commence until:
- (i) a photographic record of the property (both internally and externally) has been completed and a copy submitted to the Borough Archives, and;
 - (ii) all of the original architectural elements internal to the building (including plasterwork) have been carefully removed intact from the property and offered in writing to the Borough Archives, and;
 - (iii) in the event that during the demolition/development works an original cornerstone is discovered it should be kept within the building where there is a public view of it or offered in writing to the Borough Archives

To ensure that the appearance of this listed building is recorded and that any original internal features are salvaged for the future, in accordance with policy EN3 of the Unitary Development Plan as amended 2007.

- 7) Prior to commencement of the development hereby permitted details shall be submitted to and approved in writing by the Council demonstrating how the development hereby approved would meet with all relevant criteria within the Council's adopted 2006 'Access for All' Supplementary Planning Document. Approved details shall be carried out prior to first use of the development and thereafter permanently retained.

In order to ensure easy and convenient access for all users, including disabled people, in accordance with the Council's adopted 'Access for All' SPD.

- 8) The development shall not commence until a statement of how Secured by Design requirements are to be adequately achieved has been submitted to and approved in writing by the Council. The approved details shall be carried out prior to first use of the development hereby approved and permanently maintained thereafter.

To ensure a safe and secure environment, in accordance with policy EN10 of the Unitary Development Plan as amended 2007.

- 9) No development shall commence until a desktop study, site investigation scheme, intrusive investigation and risk assessment have been submitted to and approved in writing by the Council. The desk study will identify all previous site uses, potential contaminants associated with those uses, a conceptual model of the site indicating sources, pathways and receptors and any potentially unacceptable risks arising from contamination at the site. The site investigation scheme will provide information for an assessment of the risk to all receptors that may be affected, including those off site. The risk assessment will assess the degree and nature of any contamination on site and to assess the risks posed by any contamination to human health, controlled waters and the wider environment. A detailed method statement for any required remediation works will need to be submitted to, and approved in writing, by the Council. All works must be carried out by a competent person conforming to CLR 11: Model Procedures for the Management of Land Contamination (DEFRA 2004).

To ensure that any contaminated land on the application site is identified and remediated in accordance with policies G0, G3, EN20A and EN21 of the Unitary Development Plan, as amended 2007.

- 10) No development shall commence until any required remediation works have been completed and a validation report to verify these works has been submitted to, and approved in writing, by the Council unless otherwise authorised. 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 and verified in an amendment to the remediation statement. All works must be carried out by a competent person conforming to CLR 11: Model Procedures for the Management of Land Contamination (DEFRA 2004).

To ensure that any contaminated land on the application site is identified and remediated in accordance with policies G0, G3, EN20A and EN21 of the Unitary Development Plan, as amended 2007.

- 11) The use of the additional bedroom to the guest house hereby permitted shall not commence until details of the provision for 1 no. secure cycle parking space has been submitted to and approved in writing by the Council, and such details as are approved shall be implemented prior to the occupation or use of the building and permanently retained thereafter.

In order to promote alternative, sustainable forms of transport, in accordance with Policy TN6 and standard S20.1 of the Unitary Development Plan, as amended 2007.

- 12) Notwithstanding the information shown on the submitted drawings the development hereby approved shall not commence until full details of enclosed refuse/recycling stores have been submitted to and approved in writing by the Council. The development shall not be occupied until such details as approved have been implemented. The refuse/recycling facilities shall be permanently retained thereafter.

To safeguard the amenities of surrounding residents in accordance with Policy EN17 of the Unitary Development Plan amended 2007.

Summary of reasons for granting planning permission:

- 1) 1. Design: The extensions and alterations would complement the existing character of the building and would respect the local architectural and qualities of this building. The visual amenities of the area would be enhanced through improved aesthetics. The proposal would use contemporary yet acceptable materials that would preserve and enhance the appearance, character and views of the conservation area. Policies EN2, EN3 and EN8 of the Unitary Development Plan as amended 2007 and the requirements of PPS5 would thereby be satisfied.
2. Highways matters: There would be no adverse impact on traffic generation and the scheme would not result in congestion of the primary road network and the development is not considered to contribute significantly towards pressure on on-street parking, subject to satisfactory measures to discourage the use of the private car. The proposal is thereby in accordance with policies EN17, TN13, TN15 of the Unitary Development Plan as amended 2007.
3. Residential Amenity: The impact of the proposed development upon adjoining occupiers is considered acceptable. Due to the relationship of the existing building to residential neighbours and the location and bulk of the extensions proposed, it is not considered that the proposal would materially affect the outlook and light to neighbouring properties. Residents' privacy would not be affected to an unacceptable degree and the development would respect the principles of good neighbourliness, and thereby satisfy policies EN8 and EN21 and standard S13 of the Unitary Development Plan, as amended 2007.

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

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

Application form received: 12th April 2011
Drawing Nos: see above

Policy documents: The London Plan 2011
Unitary Development Plan as amended September 2007.

Consultation Comments:

Comments from:
Environment Agency - Planning Liaison

Dated:
23.08.11

Neighbour Comments:

Letters from:

Dated:

1.0 BACKGROUND

1.1 The proposal relates to an early nineteenth century Grade II listed building, now in use as a guest house (Temple Lodge). The site is located within the Hammersmith Odeon Conservation Area. There are extensive listed curtilage buildings from later periods including the studio building which incorporates the 'Gate' vegetarian restaurant and the chapel. The later buildings are associated with Sir Frank Brangwyn, an artist and former resident of the building. The site is located to the south of Hammersmith Town Centre.

1.2 The site has no relevant planning history.

1.3 Permission is sought for the following:

- Demolition of the existing single storey building fronting Queen Caroline Street;
- Erection of an additional floor at roof level on the south wing of the main building (to provide for an additional bedroom);
- Erection of a part 1, part 2 storey extension, to the northern elevation of the main building fronting the main courtyard, to provide for a foyer / meeting room, storage area and new access lift;
- External alterations involving a new bin store and modification to the northern fenestration of the main building;
- Internal works including the re-modelling and the enlargement of the existing chapel, and alterations to the ground and the first floor levels, including access improvements.
- The footprint of the building following the proposed additions (adding 80 sq metres) would amount to 965 sq metres in total, or a 9% increase in total area.

1.4 There are two applications relating to this proposal, a planning application and a listed building consent application - ref. 2011/01149/LBC. This report is a joint report covering matters arising for both applications.

1.5 The application has been revised since the original submission in order to accommodate a new wheelchair compliant access lift that would be incorporated into the rear wall of the proposed courtyard extension. In addition, further improvement works have been proposed internally to facilitate improved access for all, including through the provision of wider openings and circulation space. Also, a narrow 'Viewing Aperture' is now proposed in the boundary wall fronting Queen Caroline Street, in order to open up view points of the Grade II listed building from public viewpoints.

1.6 The existing bed and breakfast function at Temple Lodge has 10 rooms (3 x double rooms and 7 x single rooms). The application has been submitted to improve the existing facilities of all three facilities including the guest house, church and restaurant, which whilst are independent in form, are mutually supportive. In this instance, the proposed extension to the Temple Lodge guest house at roof level for an additional double room would provide a proportion of the necessary funding towards the other internal access improvements that will benefit all three operations and also help support the work of the Christian Community London. The existing church capacity is for a congregation of 50 and the new facilities propose would allow for an increase of 20 people to a total of 70. The applicants advise that as with the existing church numbers, the large majority will use public transport due to the proximity to the London Underground services and bus routes nearby to the north of the site.

2.0 PUBLICITY AND CONSULTATIONS

2.1 The application was advertised by way of site notice and press notice and letters of notification were sent to surrounding properties and to English Heritage and the Hammersmith and Fulham Historic Buildings Group.

2.2 English Heritage has not replied to the consultation, though have been previously involved and are generally satisfied. A letter was received from the Hammersmith and Fulham Historic Buildings Group, with the following points in summary:

- The new proposals by the process of demolition and re-build should establish greater unity compared to the existing arrangement. The main concern is the setting of the 19th Century Listed Building when viewed from Queen Caroline Street. In particular the proposed western elevation does not provide context;
- A significant part-view of the house through the front gate from Queen Caroline Street would be lost because of the proposed courtyard extension. The views and the courtyard are important elements in the setting of the Listed Building and should not be compromised;
- Due to the existing Ash tree causing damage to the front boundary wall along Queen Caroline Street, a root arch or railings could be considered;
- Before any work commences it is suggested that a full photographic record is made of the existing building and is thereafter deposited in the Borough archives.

2.3 The following amenity and interest groups were also consulted: The Georgian Group, Ancient Monuments Society, Council for British Archaeology, Society for the Protection of Ancient Buildings; Victorian Society and the Twentieth Century Society.

2.4 A letter was received from the Georgian Group who state that following a site visit and a full review of the application they do not raise objections to the proposals. No representations were received from any of the other groups as a result of the consultation process.

2.5 Environment Agency have replied and raised no objections to the proposals.

2.6 Thames Water have been notified but have not responded to the consultation.

3.0 PLANNING CONSIDERATIONS

3.1 The main issues arising from the scheme is the intensity of the uses, the acceptability of the internal and external works to the listed building and their affect on the conservation area and with regard to the impact on the local highways network and parking and upon the amenities of surrounding occupiers.

3.2 The UDP defines 'Community Service Uses' as including 'religious meeting places, and premises used by community/voluntary groups'. Policy G7 of the UDP 'Community Services Outside Town Centres' states that 'The council will seek an adequate range of convenient and environmentally sustainable facilities available to all sections of the community. In particularly, this will be achieved by seeking the provision of facilities in locations that are accessible to the people who will use them. UDP Policy E11 states that 'Development for guest houses including extension of existing premises, will only be permitted provided: (a) the site is in a town centre or, in terms of its scale and location it is well related to public transport and tourist facilities; and (b) the site or

building is not within or close to a residential area. With regard to the expansion of the existing restaurant facilities, UDP Policy SH1 states that 'The council will seek to retain and improve accommodation suitable for A class uses'. UDP Policy SH11 deals with conditions regarding hours of operation of A3 uses and should be considered. The principle of expansion of the above uses is considered acceptable. The site is not within, but close to Hammersmith Town Centre, and its associated public transport links, therefore there is adequate capacity for the expansion of the existing uses in this respect, and no policy objection is raised in land use terms due to the relatively minor increase in the respective uses on site.

3.3 The Council has a statutory duty when assessing applications in conservation areas to ensure that the proposal would preserve or enhance the character or appearance of the conservation area. Relevant UDP policies in these matters are EN2, EN3 and EN8. Policy EN3 states that the Council's position is in presumption of preserving listed buildings, by not permitting their demolition. Policies EN2 and EN8 require that a high standard of design be achieved compatible with the scale and character of existing development and the site's setting and that particular care be taken for developments in conservation areas to ensure that a proposal would preserve or enhance the character and appearance of such areas and views into or out of them.

3.4 London Plan Policy 4B.11 states that 'local authorities should seek to maintain and increase the contribution of the built heritage to London's environmental quality, to the economy, both through tourism and the beneficial use of historic assets'. London Plan Policy 4B.13 states that 'boroughs should support schemes which make use of historic assets by bringing redundant or under-used buildings and spaces into appropriate use and secure the re-use and repair of Buildings at Risk'. PPS5 forms the national guidance relating to Heritage Assets.

3.5 The application relates to a Grade II listed Georgian house, now in use as a bed and breakfast hotel and later extensions dating from the early twentieth century originally designed as studio accommodation for the artist Frank Brangwyn but which are now used as a restaurant and a chapel. The later buildings are listed by virtue of being within the curtilage of the listed building but in general are architecturally undistinguished and have been significantly altered and extended since they were last used as a studio, having been used as a builder's store and yard following Brangwyn's death in 1936. The mezzanine level with its large windows facing the courtyard is currently occupied by the Gate restaurant and retains the character and proportions of an artist's studio and this would not be altered. It is also likely that this room was used to entertain clients and for viewings and therefore was the public face of the studio. The double height studio room currently used as the chapel is plainer, was at least partly used for storage of canvasses and is considered of less architectural or historic significance and its demolition is considered acceptable as part of the wider scheme. The existing single storey building, (including the timber construction entrance porch) which was constructed in the 1950's and is positioned on the main 'west' facing elevation of the site would be demolished to free up the ground floor plan and open up a new entrance onto Queen Caroline Street.

3.6 The proposed works at roof level involve the erection of an additional floor element, on top of part of the south wing of the existing listed building, to provide for an additional bedroom and en-suite shower, in place of the existing section of the low hipped roof. The proposed development at roof level would effectively match the adjacent mansard roof extensions together with dormer window in both detailed design

and the use of materials through proposing natural Welsh slates and timber sash windows within the dormer opening. The proposal would face the existing soft-landscaped rear gardens of the site. In this respect, no objection to the erection of an additional floor to the west wing of Temple Lodge as this would be in keeping with the character and appearance of the building and compliment the existing mansard on the main part of the building. The internal alterations are minor and would be acceptable subject to more detailed drawings being submitted.

3.7 A two storey extension is proposed to the northern elevation of the chapel building (the building also houses the Gate restaurant). This would be constructed in graphite zinc cladding, and all other finishes would be of matching brick and a rendered finish together with new glazed roofing sections. The proposed extension would face the front courtyard, which is currently used as outside seating space for diners of the Gate restaurant as well as the access route to the main entrance of Temple Lodge. In this respect a planning condition would be secured requiring details and submissions of all materials proposed externally (Conditions 3 and 4).

3.8 The general improvement works internally at ground floor level would involve the removal of stud partitions to improve circulation space between the existing narrow openings between rooms. One of the narrow openings leading from the entrance hall to the studio wing would be in-filled and restored to its original appearance. A new panelled door would be inserted in the dining room to make a more suitable connection to the chapel. Further internal works would include the refurbishment of the existing WC's together with new drainage connections for practical purposes.

3.9 The current layout of the later buildings is complicated and inefficient and there are conflicts between the three different uses on the site and their users. The current chapel is too small for larger services and the provides an inappropriate setting for communion. The proposals would help to sustain a viable use for the Georgian house which is the most significant heritage asset on the site through an increase in hotel capacity, improved facilities at the restaurant with passive provision for disabled access and would provide a new chapel which would be an enhanced community facility. The replacement chapel building is a simple rendered design with a zinc roof of a similar height to the existing chapel but which would extend to the boundary wall with the Peabody Estate. The new single storey front projection would provide community facilities directly accessible from the street rather than from within the courtyard to the hotel and restaurant.

3.10 The appearance of the site from Queen Caroline Street would be improved, particularly by the demolition of the 1950s single storey front projection to the studio buildings (the two storey element behind would be retained which houses the kitchen and storage facilities to the Gate restaurant) and a new opening would be created in the existing boundary wall to allow views into the courtyard in front of the hotel, thereby better revealing the heritage asset. The gates and piers and a short section of wall in front of the studio buildings are not considered to be of special interest. The wall around the base of the Ash tree would be rebuilt following damage from the tree roots. The erection of a two storey extension to the side of the studio buildings is required to give provision for disabled access to the first floor restaurant. Although this would slightly obstruct views to the Georgian building from some limited angles, it is not considered to cause harm to the setting of the listed building. The proposed church building following the demolition of existing boundary walls and increase in overall area would allow for the increase in church numbers of up to 20 people. The works would be visible above

the boundary frontage onto Queen Caroline Street. However, due to the scale of the development, and position in context with the main listed building, officers raise no objections on visual amenity grounds relating to policies EN2, EN3 and EN8 of the UDP.

3.11 The bulk of the development on the upper storeys, which would be confined at roof level to the south wing of Temple Lodge, would be located more than 34 metres from the nearest residential properties to the south of the site, and owing to the small scale of the development and relationship to the adjacent mansard roof form that it would adjoining, officers do not consider that there would be any prejudicial impact on the amenities of neighbouring properties, by virtue of loss of daylight, sunlight, outlook or privacy. In this respect the proposals are adjudged to comply with Policy EN8B and Standard S13 of the UDP.

3.12 The proposed two-storey courtyard extension would be positioned close to the main building and away from the nearest residential properties by 16.5 metres, and in any event it would not contain any openings facing the adjoining dwellings. In these circumstances and due to the fact that the extension would be largely confined behind the boundary treatment to the site, the proposals are adjudged to accord with Standard S13.1 of the UDP.

3.13 Due to the physical constraints of the site, there would not be any car parking provided for employees, visitors or customers. The scheme would also result in the loss of the two existing off-street parking spaces, which at present are used only by the church priest and at times by the manager of the Gate restaurant, who accept that these facilities will not be available as a result of the development, and raise no objections due to the availability of public transport services nearby. The proposed additional bedroom that would be facilitated through the proposed mansard extension at roof level to the west wing would result in an increased demand for one space. The parking stress within the vicinity of the application site is measured at 66% (west side) and 26% (east) side of Queen Caroline Street (taken from the Council's 2010 survey data) with an average stress level of 39.3%. Therefore, it is considered that the local highways could adequately accommodate the small additional demand on parking that might arise, without prejudicing the amenities of local residents. Furthermore, the property is highly accessible being located in an PTAL 6a area, in proximity to Hammersmith Bus Station and the District, Circle and Piccadilly Underground lines; such that the loss of parking and the non-provision of additional parking would not be objectionable.

3.14 The increase in floor space is moderate and would not be likely to have a detrimental impact on the safety or the operation of the local network especially as the site is situated within a PTAL 6a area, in proximity to the bus services and London Underground trains, so has excellent transport links for visitors to the site. Finally, the site is located in controlled parking zone A so visitors wishing to drive could park in the pay and display bays located within the vicinity of the site. In summary, the proposals are not considered to be detrimental in the interests of highways safety and convenience, in accordance with Policies TN13 and TN15 of the UDP.

3.15 In line with the requirements of Part M of the Building Regulations 2004, a new wheelchair compliant lift is proposed within the two storey courtyard extension, which would provide satisfactory access to all public areas. Furthermore, the internal partition widening and circulation areas would ensure that those with mobility problems using these spaces would have an option to gain more convenient entry to the west side of

the development. The proposal is therefore considered to be in accordance with the provisions of the Council's Supplementary Planning Guidance 'Access for All' (Condition 7).

3.16 A planning condition would be added to ensure that the demolition and construction process is regulated through the provision of a Demolition and Construction Management Plan (Condition 5); such that noise and disturbance to residents is kept to a minimum.

3.17 It is not envisaged that the addition of one further bed and breakfast room that would be facilitated by the creation of a roof extension would generate significantly more refuse than the existing premises. However, a condition is recommended to require details of the refuse and recycling provision (Condition 12).

3.18 UDP Policy TN6 and table 12.2 require the applicant to supply 1 cycle space per 10 staff. Officers consider that the addition of one cycle parking space would be sufficient for this development. The cycle space must be incorporated into the design and be secure and weather proof. A planning condition is recommended in relation to this matter (Condition 11).

3.19 The site falls within the Environment Agency's Flood Risk Zones 2 and 3. A flood risk assessment has been submitted for the proposed development in accordance with the requirements of PPS25. It should be noted that the ground levels of the development site are not residential and in any event existing ground levels would not be altered.

3.20 UDP policies require all new developments to provide users with a safe and secure environment. A planning condition is recommended requiring the applicants to submit details in respect to Secured by Design principles (Condition 8).

3.21 It is understood that the site lies might be adjacent to potentially contaminative land uses (past and present). In order to ensure that no unacceptable risks are caused to humans, controlled waters or the wider environment during and following the development works, officers consider conditions should be added relating to the approval of a desktop study, site investigation scheme, intrusive investigation and risk assessment of contamination and that no development shall commence until any remediation works required have been completed and approved (Conditions 9 and 10)

4.0 CONCLUSION and RECOMMENDATION

4.1 In conclusion, it is considered that the proposed works would enhance the appearance and setting of the listed building, without removing any significant architectural or historic features. They would also enhance the internal appearance of the building, whilst providing improvements in access arrangements. Furthermore, the proposal would not materially harm the amenities of existing residents and the impact of the proposal on the highway network and local parking conditions would not be significant. As such the applications are recommended for approval subject to conditions.

Ward: Hammersmith Broadway

Site Address:

Temple Lodge 51 Queen Caroline Street London W6 9QL



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Reg. No:

2011/01149/LBC

Case Officer:

Dale Jones

Date Valid:

13.04.2011

Conservation Area:

: Hammersmith Odeon Conservation Area -
Number 44

Committee Date:

14.09.2011

Applicant:

The Christian Community In London Ltd
Temple Lodge 51 Queen Caroline Street London W6 9QL

Description:

Demolition of existing chapel and boiler room and erection of a single storey front and side extension fronting Queen Caroline Street incorporating chapel meeting room, foyer and storage. Demolition of single storey extension fronting Queen Caroline Street and timber canopy to existing chapel entrance from courtyard. External alterations to north-west and north-east elevations of former studio building at ground and first floor levels and internal alterations. Erection of a two storey side extension and single storey entrance lobby to north-east elevation of former studio building. Erection of new bin store in courtyard and partial rebuilding and partial demolition of existing gates, gate piers and wall fronting Queen Caroline Street. Erection of an additional floor at second floor level to west wing of Temple Lodge and internal alterations at ground and second floor level. Installation of solar panels to flat roof of rear part of studio building.

Drg Nos: 250/22B, 23B; 24A; 26A; 29A; K-DDA01 and Design and Access Statement.

Application Type:

Listed Building Consent

Officer Recommendation:

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

- 1) The works hereby granted consent shall not commence later than the expiration of 3 years beginning with the date upon which this consent is granted.

Condition required to be imposed by Section 18(1) (a) of the Planning (Listed Buildings and Conservation Areas) Act 1990 (as amended by section 91 of the Planning and Compensation Act 2004).

- 2) The works hereby approved are only those specifically stated in the written description and indicated on the approved drawing numbers outlined above.

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

- 3) The demolition works to the building hereby permitted shall not be undertaken before:

- (i) a building contract for the redevelopment of the site in accordance with planning permission reference 2011/01147/FUL has been entered into and
- (ii) notice of demolition in writing and a copy of the building contract has been submitted to the Council.

To ensure that the demolition does not take place prematurely and to safeguard the character and appearance of the listed property, in accordance with policy EN3 of the Unitary Development Plan as amended 2007.

- 4) The demolition/development hereby permitted shall not commence until a photographic record of the property (both internally and externally) has been completed, approved in writing by the Council and a copy has been submitted to the Borough Archives.

To ensure that the appearance of this listed building is recorded and that any original internal features are salvaged for the future, in accordance with policy EN3 of the Unitary Development Plan as amended 2007.

- 5) The internal doors approved shall be timber framed.

To ensure a satisfactory external appearance, in accordance with Policies EN2, EN3 and EN8B of the Unitary Development Plan as amended in 2007.

- 6) The development hereby permitted shall not commence until details of replacement windows have been submitted to and approved in writing by the Council. The development shall be carried out in accordance with such details as have been approved.

To ensure a satisfactory external appearance, in accordance with Policies EN2, EN3, EN8 and EN8B of the Unitary Development Plan, as amended 2007.

- 7) The development hereby permitted shall not commence until details including samples (where appropriate) of all external materials and colour of render have been submitted to and approved in writing by the Council. The development shall be carried out in accordance with such details as have been approved.

To ensure a satisfactory external appearance, in accordance with Policies EN2, EN3, EN8 and EN8B of the Unitary Development Plan, as amended 2007.

- 8) The development hereby permitted shall not commence until detailed drawings of the Internal elevations at a scale of 1:20 have been submitted to and approved in writing by the Council. The development shall be carried out in accordance with such details as have been approved.

To ensure a satisfactory external appearance, in accordance with Policies EN2, EN3, EN8 and EN8B of the Unitary Development Plan, as amended 2007.

- 9) The development hereby permitted shall not commence until details including samples of brick colour, bond and mortar mix to rebuild front boundary wall and additional floor at roof level have been submitted to and approved in writing by the Council. The development shall be carried out in accordance with such details as have been approved.

To ensure a satisfactory external appearance, in accordance with Policies EN2, EN3, EN8 and EN8B of the Unitary Development Plan, as amended 2007.

- 10) The development hereby permitted shall not commence until details including samples of brick colour, bond and mortar mix to rebuild front boundary wall and additional floor at roof level have been submitted to and approved in writing by the Council. The development shall be carried out in accordance with such details as have been approved.

To ensure a satisfactory external appearance, in accordance with Policies EN2, EN3, EN8 and EN8B of the Unitary Development Plan, as amended 2007.

Justification for Approving the Listed Building Consent:

- 1) It is considered that the proposal would constitute sensitive refurbishment, alteration and extension of this listed building. The proposal would not adversely affect the special architectural features of the existing building. The proposal thereby complies with policy EN3 of the Unitary Development Plan, as amended 2007, policies 7.8 and 7.9 of The London Plan 2011 and PPS5.

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

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

Application form received: 12th April 2011
Drawing Nos: see above

Policy documents: The London Plan 2011
Unitary Development Plan as amended September 2007.

Consultation Comments:

Comments from:	Dated:
Hammersmith & Fulham Historic Buildings Group	20.05.11
Georgian Group	17.05.11
Hammersmith & Fulham Historic Buildings Group	30.06.11

Neighbour Comments:

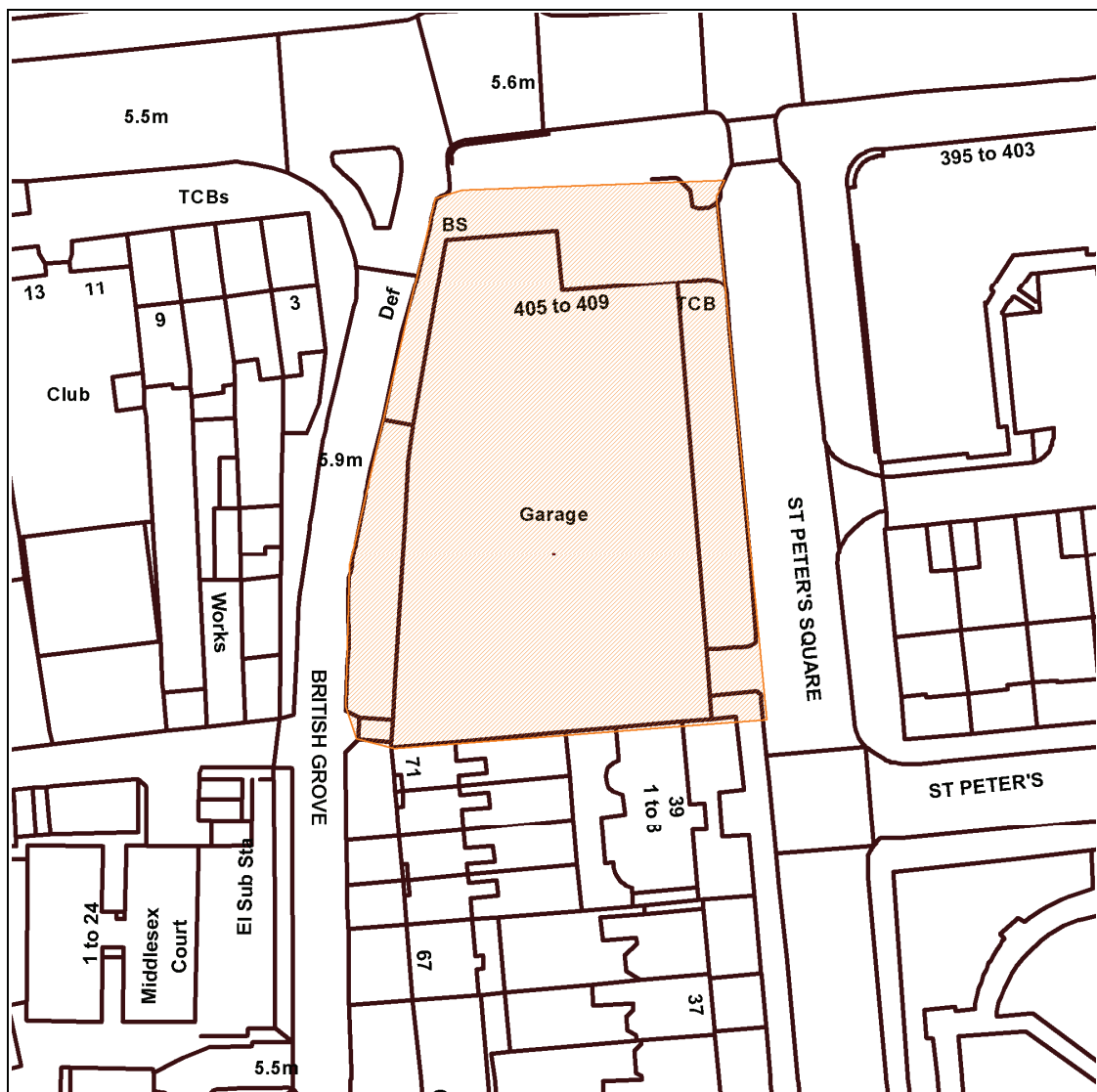
Letters from:	Dated:
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Refer to 2011/01147/FUL for the officer report.

Ward: Ravenscourt Park

Site Address:

405 - 409 King Street London W6 9NQ



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Reg. No:

2011/01239/FUL

Case Officer:

Katherine Wood

Date Valid:

26.04.2011

Conservation Area:

St. Peter's Square Conservation Area - Number 1

Committee Date:

14.09.2011

Applicant:

Notting Hill Development (NHD)
C/o Agent

Description:

Demolition of existing car showroom and workshop; redevelopment to provide 41 residential units in total comprising 33 flats, 4 houses and 210 sq.m. of commercial floorspace (shops/offices/financial and professional services) in a 4-storey building fronting both King Street and St Peter's Square; and comprising 4 houses in a 3-storey building fronting British Grove; including provision of 45 underground car parking spaces and 34 cycle parking spaces; private and communal amenity spaces.

Drg Nos: PL100A; PL101A; PL150B; PL151C; PL152B; PL153B; PL154B; PL155A; PL250; PL251; PL252; PL253A; PL254; SK18; SK19

Application Type:

Full Detailed Planning Application

Officer Recommendation:

That the Committee resolve that the Director of the Environment Department be authorised to determine the application and grant permission upon the completion of a satisfactory legal agreement and subject to the condition(s) set out below:

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

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

- 2) The development shall not be erected otherwise than in accordance with the detailed drawings which have been approved, ref: PL100A; PL101A; PL150B; PL151C; PL152B; PL153B; PL154B; PL155A; PL250; PL251; PL252; PL253A; PL254; SK18; SK19

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 EN2 and EN8 of the Unitary Development Plan, as amended 2007.

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

To ensure a satisfactory external appearance, in accordance with policies EN2 and EN8 of the Unitary Development Plan, as amended 2007.

- 4) The development shall not commence until detailed drawings of typical bays of the development at a scale no less than 1:20 in plan section and elevation have been

submitted to and approved in writing by the Council. The development shall be implemented in accordance with the approved details.

To ensure a satisfactory external appearance in accordance with Policies EN2 and EN8 of the Unitary Development Plan, as amended 2007.

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

To ensure a satisfactory external relationship with its surroundings in accordance with Policies EN2 and EN8 of the Unitary Development Plan, as amended 2007.

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

To ensure a satisfactory provision for planting, in accordance with Policy EN26 of the Unitary Development Plan as amended 2007.

- 7) A minimum of 10% of the dwellings shall be capable of meeting the needs of wheelchair users and shall be designed and capable of adaptation, in accordance with Policy 3.8 of the London Plan and the Council's Supplementary Planning Guidance (Access for All). The remainder of the dwellings shall be designed to conform to Lifetime Homes standards and shall be constructed accordingly.

To ensure a satisfactory provision for dwellings, meeting the needs of people with disabilities, in accordance with the Council's Supplementary Planning Guidance (Access for All) and Policy 3.8 of the London Plan 2011.

- 8) The development shall not be occupied until full details of refuse storage, including provision for the storage of recyclable materials, have been submitted to and approved in writing by the Council. The details shall include a management plan indicating where refuse will be placed on collection days and who will be responsible for removing and returning bins from the refuse stores to the collection points. Such details as approved shall thereafter be permanently retained.

To ensure the satisfactory provision of refuse storage and recycling and to prevent obstruction of the highway in accordance with Policy EN17 of the Unitary Development Plan, as amended 2007.

- 9) The whole of the parking accommodation shown on approved drawing PL150 B shall be provided and retained thereafter for the accommodation of motor vehicles of the occupiers and users of the residential dwellings on the application site and shall not be used for any other purpose.

To ensure the provision and permanent retention of the parking spaces so as to ensure the development does not result in additional on street parking stress detrimental to the amenity of surrounding residents in accordance with Policy TN13 and standard S18 of the Unitary Development Plan, as amended 2007

- 10) Prior to the occupation of the development, the 34 cycle parking spaces shown on drawing no.PL150 B shall be provided, and shall be permanently accessible for the storage of bicycles for all residents within the development.

To ensure the provision of bicycle spaces in accordance with Policy TN6 and standard S20.1 of the Unitary Development Plan, as amended 2007.

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

To ensure a safe and secure environment in accordance with Policy EN10 of the Unitary Development Plan, as amended 2007.

- 12) No trees surrounding the site shall be topped, lopped, felled or wilfully destroyed without the prior approval in writing of the Council. Prior to the commencement of any works on site, details shall be provided of measures to be used to protect the street trees adjoining the site. Such details as approved shall be implemented and retained during construction of the development.

To ensure the Council is able to properly assess the impact of the development on any trees and prevent their unnecessary loss, in accordance with Policy EN25 of the Unitary Development Plan as amended 2007.

- 13) Prior to commencement of the development hereby approved, details shall be submitted to and approved in writing by the Council of an enhanced sound insulation value DnT,w for the floor / ceiling structures separating different types of rooms / uses in adjoining dwellings e.g. between the Ground Floor and the First Floor where there are bedrooms situated above living rooms below, and between the Second Floor and the Third Floor where there are bedrooms above living rooms below. Approved details shall be implemented prior to occupation of the development and thereafter be permanently retained.

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

- 14) The noise level in rooms at the development hereby approved shall meet the noise standard specified in BS8233:1999 for internal rooms and external amenity areas. External noise and vibration from proposed industrial / commercial noise sources and building services plant etc shall be 10dBA Leq below background LA90, as assessed according to BS4142:1997 at the development site and / or most affected noise sensitive premises with all noise sources operating together.

To ensure that the amenity of occupiers of the development site / surrounding premises is not adversely affected by noise / vibration from industrial / commercial

noise sources, in accordance with Policies EN20A, EN20B and EN21 of the Unitary Development Plan, as amended 2007.

- 15) All recommendations in the Noise Assessment report by WSP submitted with the application, project number 12266830, dated 4 March 2011 shall be implemented into the development's design and construction and approved details shall be permanently retained thereafter.

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

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

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

- 17) Prior to commencement of the development 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. 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 is not adversely affected by noise, in accordance with Policies EN20A, EN20B and EN21 of the Unitary Development Plan, as amended 2007.

- 18) The development shall not commence until a Demolition and Construction Management Plan has been submitted to and approved in writing by the Council. The details shall include any external illumination of the site during demolition and construction, contractors' method statements, waste classification and disposal procedures and locations, suitable site hoarding, dust and noise monitoring and control, provisions within the site to ensure that all vehicles associated with the construction works are properly washed and cleaned to prevent the passage of mud and dirt onto the highway, and other matters relating to traffic management to be agreed. All works shall be carried out in accordance with the approved plan.

To ensure no unacceptable adverse effect on the amenities of surrounding occupiers, in accordance with Policies EN21 and TN15 of the Unitary Development Plan, as amended 2007.

- 19) No development shall commence until a site investigation scheme, intrusive investigation and risk assessment have been submitted to and approved in writing by the Council. The desk study will identify all previous site uses, potential contaminants associated with those uses, a conceptual model of the site indicating

sources, pathways and receptors and any potentially unacceptable risks arising from contamination at the site. The site investigation scheme will provide information for an assessment of the risk to all receptors that may be affected, including those off site. The risk assessment will assess the degree and nature of any contamination on site and to assess the risks posed by any contamination to human health, controlled waters and the wider environment. A detailed method statement for any required remediation works will need to be submitted to, and approved in writing, by the Council. All works must be carried out by a competent person conforming to CLR 11: Model Procedures for the Management of Land Contamination (DEFRA 2004).

To ensure that any contaminated land on the application site is identified and remediated in accordance with Policies G0, G3, EN20A and EN21 of the Unitary Development Plan, as amended 2007.

- 20) No development shall commence until any required remediation works have been completed and a validation report to verify these works has been submitted to, and approved in writing, by the Council unless otherwise authorised. 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 and verified in an amendment to the remediation statement. All works must be carried out by a competent person conforming to CLR 11: Model Procedures for the Management of Land Contamination (DEFRA 2004).

To ensure that any contaminated land on the application site is identified and remediated in accordance with Policies G0, G3, EN20A and EN21 of the Unitary Development Plan, as amended 2007.

- 21) Notwithstanding the provisions of Part 1 of Schedule 2 to The Town and Country Planning (General Permitted Development) Order 1995 (or any order amending, revoking and re-enacting that Order) no extensions or other form of enlargement to the residential dwellings hereby permitted, nor erection of porches, outbuildings, hardstandings or storage tanks shall be carried out within the residential curtilages.

To enable the Council to retain control over any future development in view of the restricted area of the site and the effect of such development on the residential amenities of surrounding properties, in accordance with policies EN2 and EN8 and Standard S13 of the Unitary Development Plan, as amended 2007.

- 22) The development hereby approved shall be constructed in accordance with the measures outlined in the submitted Sustainability Statement and shall be constructed to meet Code for Sustainable Homes Level 3. A Construction Environment Management Plan and Site Waste Management Plan shall be submitted to and approved in writing by the Council before development commences and no part of the development shall be occupied until the approved measures have been implemented.

To ensure the construction of a sustainable development, in accordance with Policy 5.3 of The London Plan 2011.

- 23) The development hereby permitted shall not be occupied until the renewable and low carbon technology energy options, as identified within the Sustainable Energy Review submitted with the application, have been implemented.

To ensure an energy efficient development that integrates on-site renewable energy generation to help reduce its carbon dioxide emissions, in accordance with Policies 5.2 and 5.7 of the London Plan 2011.

- 24) The development hereby permitted shall not commence until a surface water drainage scheme, based on sustainable drainage principles, has been submitted to and approved in writing by the council. The scheme shall be implemented in accordance with the approved details prior to first occupation of the development hereby permitted, and thereafter permanently retained.

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

- 25) No development shall commence until details are submitted and approved in writing by the Council, of the position, number and noise output of the proposed air source heat pumps and the final position and number of the proposed PV panels, to be provided as part of the approved development. The development shall be carried out in accordance with the details as approved.

To ensure a satisfactory standard of external appearance and to prevent noise and disturbance to neighbouring residents, in accordance with Policies EN2, EN8 and EN21 of the Unitary Development Plan as amended 2007.

- 26) The occupation of the commercial unit(s) hereby approved shall not commence until a Service Management Plan, specific to the proposed use within the unit(s), is submitted to and approved in writing by the Council. The plan shall specify the number of weekly deliveries and size of vehicles to be used, as well as the times for deliveries. The commercial unit(s) shall only be occupied in accordance with the details approved as part of the Service Management Plan.

To ensure satisfactory provision for servicing and to prevent noise and disturbance to neighbouring residents, in accordance with Policies TN28 and EN21 of the Unitary Development Plan as amended 2007.

- 27) The use of the commercial unit(s) hereby permitted shall operate only between 0700 hours: and 2300 hours on weekdays and Saturdays and between 0800 hours and 2230 hours on Sundays and Bank Holidays.

To ensure that the amenities of surrounding occupiers are not unduly affected by noise and other disturbance, in accordance with Policy EN21 of the Unitary Development Plan as amended 2007

- 28) Prior to the occupation of the development, obscure-glazed screens at a height of 1.7m shall be erected on the southern elevation of the roof terrace to the dwelling at proposed Plot 4 at third floor level, and to the southern and western elevation of the proposed terrace at second floor level, and to the southern side of the bedroom window at first floor level to the same proposed dwelling. Details of the screens shall be submitted to and approved in writing by the Council before development commences. The screens shall be permanently maintained.

To prevent loss of amenity to neighbouring properties as a result of overlooking and loss of privacy, in accordance with Standard S13.2 of the Unitary Development Plan as amended 2007.

- 29) The west facing panels of the windows at first floor level to the proposed dwellings at plots 1, 2, 3 and 4, shall be designed to be non-opening and glazed with obscure glass, a sample of which shall be submitted to and approved in writing by the Council before development commences. The units shall not be occupied until the obscure glazing as approved has been installed and the windows shall be permanently retained in this form.

To prevent loss of amenity to neighbouring properties as a result of overlooking and loss of privacy, in accordance with Standard S13.2 of the Unitary Development Plan as amended 2007.

- 30) The window glass of the shopfronts on King Street, British Grove and St Peter's Square shall not be mirrored, painted or otherwise obscured.

To ensure a satisfactory external appearance and to prevent harm to the street scene, in accordance with Policies EN2 and EN8 of the Unitary Development Plan as amended 2007

- 31) The two boundary marker stones on the King Street frontage shall be excavated without damage before development commences and shall be retained and relocated as close as possible to the original position. Details of the relocated position shall be submitted to and approved in writing by the Council before development commences and the stones shall be repositioned according to the approved details within three months of the first occupation of the building.

To ensure the preservation and permanent retention of features of interest in accordance with Policies EN2, EN6 and EN8 of the Unitary Development Plan, as amended 2007.

- 32) No shopping trolleys shall be stored or used by customers in connection with a retail use within the commercial unit(s).

Such a use may give rise to noise and disturbance for surrounding residents, contrary to Policy EN21 of the Unitary Development Plan as amended 2007.

- 33) The communal roof terrace at main roof level shall not exceed the area shown on drawing no. PL155A. Details of the screening to this proposed terrace shall be submitted to and approved in writing before development commences.

To ensure a satisfactory standard of appearance and to limit noise and disturbance to neighbouring residents, in accordance with Policies EN2, EN8 and EN21 and Standard S13.2A of the Unitary Development Plan as amended 2007.

Summary of reasons for granting planning permission:

- 1) 1. Land Use: The proposed development would involve the redevelopment of an underused garage site. The redevelopment of the site for predominantly residential purposes, whilst retaining some employment floorspace appropriate to the site's context, is considered to be an appropriate use in this case. London Plan Policy 3.3 and Planning Policy Statement 3 are thereby satisfied.
2. Housing mix: The proposed development would contribute to much needed additional housing, and would help the borough meet its housing targets, in accordance with London Plan Policies 3.3 and 3.4. The proposed tenure, which would comprise market housing at this site with provision for off-site affordable housing in the form of shared ownership units is considered acceptable having regard to the results and analysis of the Three Dragons assessment. In the context of London Plan policies, the tenure mix is thus considered acceptable, taking into account the objectives of encouraging residential development, and the individual circumstances of the site. In this respect no objection is raised under London Plan Policies 3.8, 3.9 and 3.12. The housing brought forward by the development would also be an appropriate mix having regard to the objective of securing family and non family units in accordance with UDP policy H06. The internal design and layout of the new residential units are considered satisfactory having regard to UDP Standard S7.A and London Plan Policy 3.5, and the amenity space provision is also considered satisfactory, having regard to the physical constraints of the site, judged against Policies EN23, EN23B and Standards S5.A and S7.1 of the Unitary Development Plan as amended 2007.
3. Design: The development is considered to comply with UDP Policy EN8, which requires a high standard of design in all developments, compatible with the scale and character of existing development and its setting, and London Plan policies 7.4 and 7.6 which seek a high quality in design and architecture, requiring new developments to have regard to the pattern and grain of existing development. The proposal has respect to the historic environment, in accordance with the aims of Planning Policy Statement 5.
4. Residential amenity: The impact of the proposed development upon adjoining occupiers is considered acceptable. In this regard, the proposals accord with UDP Policy EN8, which requires developments to be of high quality design which, amongst other things, respects the principles of good neighbourliness, and with Standard S13 which states that there be no significant loss of amenity to neighbouring properties in terms of loss of outlook or privacy or the creation of additional noise and disturbance.
5. Safety and Access: The development would provide a safe and secure environment for all users in accordance with Policy EN10 of the UDP, and would provide easy access by disabled people in accordance with Policy G4(4) of the UDP, London Plan Policies 3.8 and 7.2 and the Council's Adopted Supplementary Planning Document (SDP) 'Access for All'.

6. Highways matters: It has been demonstrated that the scheme would not have a significant further impact on the highway network or local parking conditions and is thus considered to be acceptable. Works to remove the existing crossovers and to reinstate the footway on British Grove are proposed which would enhance safety at the site. The scheme would be car permit free, details of which would be covered in a section 106 agreement. Adequate provision would be made for the storage of refuse and recycling. The development thereby accords with UDP Policies EN17, TN4, and TN6, TN13 and TN15 and standards S18, S19 and S20.

7. Sustainability: The application proposes a number of measures to reduce CO₂ emissions from the baseline, including renewable energy measures. The proposal would seek to reduce pollution and waste and minimise its environmental impact. Policies GO and G3 of the Unitary Development Plan as amended 2007 and Policies 5.2, 5.3 and 5.7 of The London Plan are thereby satisfied.

8. Flood Risk: A Flood Risk Assessment has been submitted and has considered all possible risks of flooding to the site, and has identified adequate preventative measures, in accordance with Planning Policy Statement (PPS) 25.

LOCAL GOVERNMENT ACT 2000 LIST OF BACKGROUND PAPERS

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

Application form received: 21st April 2011
Drawing Nos: see above

Policy documents: The London Plan 2011
Unitary Development Plan as amended September 2007.

Consultation Comments:

Comments from:	Dated:
London Borough Of Hounslow	16.06.11
Hammersmith And Fulham Disability Forum	15.06.11
London Fire And Emergency Planning Authority	05.07.11
Environment Agency - Planning Liaison	02.06.11
London Fire And Emergency Planning Authority	14.06.11
The Hammersmith Society	28.06.11
Hammersmith & Fulham Historic Buildings Group	26.07.11
St. Peter's Residents' Association	31.05.11
London Borough Of Hounslow	01.06.11
Thames Water - Development Control	31.05.11

Neighbour Comments:

Letters from:	Dated:
25 Prebend Mansions Chiswick High Road London W4 2LU	26.05.11
3 St Peter's Square London W6 9AB	25.05.11
59 Netheravon Road London W4 2NB	11.05.11

1 St Peter's Villas London W6 9BQ	11.05.11
The Seasons 17 Upper Mall London W6 9TA	09.05.11
398 Goldhawk Road	11.05.11
40 St Peter's Square London W6 9NR	24.05.11
Flat 2 Albion House 39 St Peter's Square London W6 9NN	25.05.11
40 St Peter's Square London W6 9NR	20.05.11
40 St Peter's Square London W6 9NR	20.05.11

OFFICERS' REPORT

1.0 BACKGROUND

1.1 The application site is located on the southern side of King Street between St. Peter's Square and British Grove. British Grove forms the borough boundary with Hounslow, although the application site is entirely within the borough of Hammersmith and Fulham. The site is currently occupied by a car showroom facing King Street and various garages and repair workshops to the rear. All of the existing buildings are single storey with pitched roofs. To the east of the site on the other side of St Peter's Square is Quantas House - a commercial property of 4-5 storeys. To the west on the other side of British Grove is a terrace of three-storey (plus lower-ground floor) Grade II listed buildings within the borough of Hounslow. To the south on St Peter's Square is the Grade II listed Albion House and the villas of St Peter's Square, also Grade II listed, which all have three storeys plus a lower ground floor level. On British Grove the site is adjacent to a terrace of three storey dwellings which are locally listed as Buildings of Merit. The site is located in the St Peter's Square Conservation Area and is also opposite the Westcroft Square Conservation Area. It is within Flood Risk Zones 2 and 3 as designated by the Environment Agency.

1.2 Planning permission was granted in 1977 (1974/01076/HIST) and renewed in 1982 (1982/00825/FUL) for the redevelopment of the site by the erection of a three storey building fronting King Street with shops on the ground floor and offices over, five three storey houses fronting St. Peter's Square, six three storey houses, five with integral garages fronting British Grove and six lock up garages fronting the service road. However this permission was not implemented. There have been various other planning applications relating to the garage and showroom uses on the site.

1.3 The current applications, submitted on behalf of Notting Hill Housing Group, are for Conservation Area consent to demolish the existing buildings on the site, and planning permission for the redevelopment of the site to provide 41 residential units and 210 sq.m. of commercial floorspace fronting King Street (shops, offices or financial/professional service use). 33 flats (10 x 1 bed and 23 x 2-bed) would be provided in a 4-storey building fronting both King Street and St Peter's Square, 4 x 5 bedroom houses would be provided in a 3-storey plus lower ground floor building fronting St Peter's Square and 4 x 3-storey 3-bedroom houses would be built adjacent to the existing terrace on British Grove. The proposal also includes a basement car park comprising 45 car parking spaces and 34 cycle parking spaces, and private and communal amenity spaces. This report will deal with both applications.

1.4 These applications have been submitted following a long period of consultation dating back to 2008, when preliminary proposals were first discussed with officers. A public exhibition was held in June 2009 and discussions held with ward members and

local community groups. Following this, the initial proposal was significantly amended, to reduce the number of proposed units and to redesign the building fronting on to King Street. A further public exhibition was held in November 2010 and comments received have been incorporated into the submitted scheme.

2.0 PUBLICITY AND CONSULTATIONS

2.1 The application was advertised by way of site notice and a press advert, and individual notification letters were sent to 106 neighbouring residents.

2.2 Nine letters from neighbouring residents in St Peter's Square, St Peter's Road, Upper Mall, Netheravon Road, Goldhawk Road and Chiswick High Street were received. The main grounds of objection/concern expressed are as follows:

- Development not in keeping with architectural character of St Peter's Square and poor imitation of late Georgian architecture: appears blocky and dominant
- building too high and bulky
- building adjacent to Albion House would squeeze this building and diminish its individuality. This element should not try and emulate the St Peter's Square villas
- Building line on St Peter's Square should be respected
- St Peter's Square building too deep and would lead to loss of light and outlook to Albion House.
- continuing the terrace on British Grove would lead to loss of light and views from Albion House
- roof terraces would lead to noise and loss of privacy
- St Peter's Square building too high, would overlook garden of no.40 St Peter's Square and cause loss of privacy and loss of light to this property.
- landscaping proposals to St Peter's Square buildings inadequate
- pavement width on St Peter's Square and King Street would reduce.
- object to the height, scale and frontage of the building on King Street. Should reflect stepped design of Quantas House
- increased traffic, congestion and on-street parking pressure
- no justification for double-garage households
- too many 1-bed flats, would like to see more 2 and 3-beds (officer comment: 75 per cent of the units would be two bed or more)
- 210 sqm of commercial space is too small
- excessive density and number of flats would have negative impact on local amenities
- minimal public consultation

2.3 The following residents groups were consulted:

- St Peter's Residents' Association
- The Hammersmith Society
- Hammersmith and Fulham Historic Buildings Group

2.4 The Hammersmith Society had the following comments:

- A planning forum would have been appropriate for this scheme
- the revised proposals (since the first consultation on original proposals in 2009)

were cautiously welcomed as an improvement, and the Society welcomed the reduction in density of the proposal, the reduction in height of the King Street building and the more traditional elevational design on King Street.

- surprise that no affordable housing is proposed and would prefer to see more integrated housing

- some regret about the bringing forward of the building line in King Street and the subsequent loss of the right of way. The historic boundary markers should not be lost.

- elevational treatment of the St Peter's Square houses not satisfactory: concerned at the attempt with these houses to emulate the triple villas of the square at the front, but dividing the buildings into four instead of three houses. We think that this will have unfortunate and unforeseen circumstances (Eg. Painting of each half a gable in different colours etc). The proportions generally (Eg. Windows) are squatter and not in keeping with the original triple villas, and we would recommend the removal of the pediments and raised parapets, so that design of this block relates more to that of the flats block. We think 'The Square' should end where it does at Albion House.

- Concern at the alignment of the four houses adjacent Albion House in St Peter's Square, whereby the new houses sit slightly forward of the general building line by about 1 metre: We can see no reason why these cannot be in alignment with Albion House and the houses in the Square. We do not have the same concern with the flats block, which is set much further forward. This latter block and the Quantas building opposite would consequently form a slightly narrowed gateway into the square, which we welcome.

- Concern at the dominance of the proposed St Peter's Square houses in relation to Albion House and potential for overlooking and noise nuisance for these properties.

- We have no particular additional comments on the flats block, which forms the most substantial part of the scheme. We feel the architecture is now well resolved in its massing, proportion, detailing and use of materials (i.e. Use of brickwork and stucco features at the King Street end). Although we preferred the other treatment of the corners shown in November, we feel the design now adopted is reasonably satisfactory.

- The retail units at ground floor on the King Street frontage are now much better resolved than previously with the potential for anti-social behaviour from the recessed fronts removed.

- The four houses in British Grove, although slightly taller than the adjacent terrace are simply designed and we consider satisfactory. We would like to see the existing adjoining houses drawn in to show the relationship more clearly

- We note the arrangements for underground car parking and access to and from it, and have no additional comments to make.

- We note the apparent retention of the existing semi-mature plain trees on the St Peter's Square: We have not checked that those shown on the plans correspond with these trees, but we would ask that they are preserved and protected during construction.

- We would like to see the detail of the proposed landscaping on British Grove. We repeat our request that there should be tree planting if possible.

2.5 The Hammersmith and Fulham Historic Buildings Group had the following comments:

- Share the Hammersmith Society's concern about the design of the St Peter's Square houses - feel that the Square should clearly end at Albion House. We consider the present proposal is damaging to the integrity of the historic listed Square where all the houses face the central Square Garden.
- Share the Hammersmith Society's concern about the alignment of the St Peter's Square houses.
- Question bringing forward the building line on King Street and loss of right of way. Should be gain to public realm such as tree planting.
- Existing plane trees on St Peter's Square should be protected during construction and should not be lopped.
- historic boundary markers should be retained
- concern about impact on Albion House of overlooking and noise

2.6 The St Peter's Residents' Association had the following comments:

- Building line of four houses on St Peter's Square should be in alignment with Albion House and St Peter's Square villas.
- Height of these houses inappropriate and would overlook neighbours. Precedent should be set by 40-43 St Peter's Square
- Balconies on the St Peter's Square houses and roof terraces would overlook neighbours and would cause noise
- Design of St Peter's Square houses is bulkier than existing houses and should not seek to emulate them. Square design should end at Albion House

2.7 The London Borough of Hounslow has responded with the following comments:

- object to the design of the King Street building with respect to its impact on the setting of the listed buildings on Chiswick High Road, on the other side of British Grove. Proposed building felt to dominate the corner with British Grove and the listed buildings, obscuring views from the east and being an unsympathetic backdrop for views from the west. Recommended that the projection forward of the existing frontage be reduced, that space is provided for a street tree on the corner of British Grove, and that the flat roof of the uppermost floor be changed to a roof form more secondary to the strong rectilinear form of the main building.
- street works in British Grove should be subject to a S106 agreement with LB Hounslow.

2.8 The Environment Agency has responded to consultation with no objections raised to the proposals.

2.9 English Heritage have verbally confirmed that they are satisfied with the proposals and authorise the Local Authority to make a decision.

2.10 The London Fire and Emergency Planning Authority has responded with no objection

2.11 Thames Water has no objection

2.12 The Hammersmith and Fulham Disability Forum had the following comments:

- All properties should be built to Lifetime Home standards including provision for the steps into the 4 town houses
- The 4 blue badge spaces should be correctly marked out in the basement
- The refuse and recycling areas should be fully accessible
- The lift should be useable to the event of a fire
- The entrance to the communal gardens should be levelled
- Fire egress should be fully considered for the upper floors

2.13 The planning matters raised above will be considered in the body of the report below.

3.0 PLANNING CONSIDERATIONS

3.1 The main issues are considered to be the acceptability of the proposal in land use terms, whether the proposal is acceptable in terms of design and appearance, quality of accommodation, tenure, density and impact on residential amenity of surrounding residents, any impacts on traffic and parking; energy and sustainability, flood risk, the presence of contaminated land and any other relevant planning matters.

LAND USE and TENURE

3.2 PPS3 promotes the provision of good quality housing through mixed, inclusive and sustainable communities, in sustainable locations with access to jobs and services. Effective use of land is encouraged in this national guidance, with a priority for re-using brownfield sites. Policy 3.3 of The London Plan 2011 states that 'Boroughs should identify and seek to enable development capacity to be brought forward to meet [borough housing targets]... in particular the potential to realise brownfield housing capacity including the redevelopment of surplus commercial capacity.'

3.3 The site was previously occupied by a VW franchise who operated a car showroom at the front facing onto King Street with car repair workshop facilities in the rear buildings including an MOT testing station. The former car showroom was vacated a number of years ago when NHHG purchased the buildings. In the interim period the site has been leased to a number of small temporary users who are currently operating a car showroom, tyre fitting workshop (planning permission granted in 2010 - 2010/02769/FUL) and a car wash (planning permission granted for a temporary period of a year from January 2011 - 2010/03225/FUL). In total, 2000 sq.m. of land is within Class B2 (i.e. general industrial uses) or sui generis use. It is proposed to replace this with a redevelopment scheme incorporating 210 sq.m. of commercial floorspace. Whilst this involves a net loss of employment floorspace, it is considered that the nature of the present uses have led to a form of development which, although generally historic, and built up over a number of years, now sits uncomfortably within its context and have the potential for an inappropriate level of vehicle movements and noise. The proposed redevelopment would provide a commercial frontage with a more appropriate range of uses (Class A1 retail, Class A2 financial and professional services or Class B1 office use), to be used as a single unit or as two or three separate units. A similar number of people could be expected to be employed here, given that the existing uses on the site do not involve an intensive use of the site for employment purposes. It is therefore considered that the proposed redevelopment would provide a more satisfactory relationship with the surrounding context, whilst retaining employment floorspace; and allowing compatible land uses to come forward.

3.4 Policy 3.3 of the Mayor's London Plan states that 32, 210 net additional homes should be delivered per annum in London. Of this, the London Borough of Hammersmith and Fulham has a target to deliver 615 net additional dwellings per annum. The proposed redevelopment to provide 41 residential units would contribute to these targets.

3.5 Policy 3.12 of the Mayor's London Plan states that 'the maximum reasonable amount of affordable housing should be sought when negotiating on individual private residential and mixed use schemes, having regard to the current and future requirements for affordable housing at local and regional levels; adopted affordable housing targets, the need to encourage rather than restrain residential development, the need to promote mixed and balanced communities, the size and type of affordable housing needed in particular locations and the individual circumstances of the site'. The London Plan goes on to say that 'the Mayor wishes to encourage, not restrain overall residential development. Boroughs should take a reasonable and flexible approach to securing affordable housing on a site by site basis. Boroughs should take into account economic viability and the most effective use of public and private investment, including the use of developer contributions. Development appraisals should be provided to demonstrate that the scheme maximises affordable housing output.'

3.6 London Plan Policy 3.13 states that 'Boroughs should normally require affordable housing provision on a site which has the capacity to provide 10 or more homes'. The proposed development would provide 41 new residential units and passes this threshold, so affordable housing would normally be required. The development proposal does not include on-site affordable housing provision. The applicants have prepared a 3 Dragons toolkit appraisal of the development considering the economic viability of the scheme, which concluded that the scheme could not afford to sustain any affordable housing. The Council has had this appraisal independently assessed, and the independent surveyor concluded that the scheme could in fact make a surplus value of £300k, which NHHG have accepted. This amount would equate to the provision of one affordable unit in this development. Officers do not consider that it would be appropriate to require that such a small amount of affordable housing be provided within this development due to the over complicated additional management and administration that would result. NHHG have offered the Council the sum of £300,000 to provide affordable housing equivalent to that value on another site in the borough. Officers consider that the provision of alternative affordable housing units would be highly deliverable given that NHHG are developing several sites in the borough including at 248 Hammersmith Grove, where planning permission was resolved to be granted in April 2011 for 63 residential units, including 18 affordable shared ownership units. As an example two affordable shared ownership units could be provided within this scheme for the equivalent value, and this could be reflected in a variation to the Section 106 agreement. In the event that NHHG did not provide the affordable housing on an alternative site within 3 years of the S106 agreement being signed for the scheme at 405 King Street, the legal agreement for the current development would oblige NHHG to make a financial contribution, ring fenced to the provision of affordable housing in the borough, to the sum of £300,000 indexed against RPI from the date of resolution to approve the application.

3.7 The London Plan does allow for the provision of off-site affordable housing in circumstances where this could result in a higher level of provision (paragraph 3.74). Officers conclude that in this way the development would still make a valuable contribution to meeting the continuing demand for housing in the borough. The

contribution to affordable housing provision will be secured by appropriate Section 106 obligations (see below).

RESIDENTIAL DENSITY

3.8 Policy 3.4 of the London Plan states that 'Taking into account local context and character, the design principles [in Chapter 7 of the London Plan] and public transport capacity, development should optimise housing output for different types of location within the relevant density range shown in Table 3.2.'

3.9 The site is located in Public Transport Accessibility Level (PTAL) 5 which is considered to have very good public transport access. The site is considered 'urban' in relation to the GLA density matrix in Table 3.2, giving an indicative density range of 200-700 habitable rooms per hectare (hrph) or 55-225 units per hectare (uph). The proposed development site comprises 0.3 hectares and would have a density of 423 hrph and 123 uph. This falls within the lower density range and a site with this level of public transport accessibility may be expected to support a higher density. However, it is considered that the proposed scheme has been designed to take account of its context in terms of appropriate scale and massing, the form and character of surrounding development and the historic grain, as well as compliance with the Council's standards on the size of residential units, aspect and amenity space. Policy 3.4 of The London Plan recognises that the density ranges quoted are broad, enabling account to be taken of other factors relevant to optimising potential such as local context, design and transport capacity. Taking into account the site's constraints and the need to respond sympathetically with the historic context of the surrounding buildings, it is considered that the development has optimised the housing capacity on this site.

SERVICES and FACILITIES

3.10 Officers have considered the impact of the proposed development on the existing services and facilities in the area, including health care facilities and local education. The scheme is estimated to produce a child yield of only 9 children and is not considered to have a significant impact on local education facilities. A contribution has been offered for the provision of playspace facilities, however, as outlined above. Based on an assessment on the demand arising from the development on local healthcare facilities, a capital planning contribution of £45k would be required, and the applicants have agreed to contribute this sum (see legal agreement below).

3.11 In terms of shopping facilities, there is a range of commercial premises close to the site in King Street to meet everyday local needs whilst further away, within 10 minutes of the site, are the town centre facilities of Hammersmith and slightly further away the centre of Chiswick. Access to the underground public transport network is provided within 200m at Stamford Brook (District Line). It is therefore considered that in the site is well served by existing local and town centre shopping facilities with easy access to central London for specialist shops and services.

DESIGN

3.12 Policy EN8 of the UDP relates to the design of new development and states that 'Development will not be permitted unless it is of a high standard of design and compatible with the scale and character of the existing development and its setting. Schemes must be formulated to respect the historical context of the area and its sense of place, the scale, mass, form and grain of the surrounding development, relationship to the existing townscape, rhythm and articulation of frontages, local building materials, sustainability objectives and the principles of good neighbourliness'. UDP Policy EN2

states that 'Development within conservation areas will only be permitted if the character or appearance of the conservation area is preserved or enhanced. New development in conservation areas must, where possible, respect the historic context, volume, scale, form and quality.'

3.13 London Plan Policy 7.4 states that 'Buildings, streets and open spaces should provide a high quality design response that: a) has regard to the pattern and grain of the existing spaces and streets in orientation, scale, proportion and mass, b) contributes to a positive relationship between the urban structure and natural landscape features, c) is human in scale, ensuring buildings create a positive relationship with street level activity and people feel comfortable with their surroundings, d) allows existing buildings and structures that make a positive contribution to the character of a place to influence the future character of the area, and e) is informed by the surrounding historic environment.' National Planning Policy Statement 5 (PPS5) is concerned with development within the historic environment and states that "planning authorities should take into account the desirability of sustaining and enhancing the significance of heritage assets,.... and should take into account the desirability of new development making a positive contribution to the character and local distinctiveness of the historic environment. The consideration of design should include scale, height, massing, alignment, materials and use."

3.14 The site is visually prominent. It occupies the entire King Street frontage of a narrow street block and has two prominent return frontages. The existing building is primarily single storey with pitched roofs. It is lower than its neighbours, and currently provides poor definition, in terms of scale, to each of the street frontages. The existing King Street façade breaks the relatively consistent scale of the built form on both sides of the street. The single storey building fails to contribute to this townscape setting and fails to provide an appropriate response to views both along King Street, and in views south along Goldhawk Road where the site terminates the mid-distance vista. The heavily parked forecourt on both the King Street frontage and British Grove has a detrimental impact on the street scene.

3.15 On King Street, the site lies between two differing building alignments on each adjoining terrace. To the east, the terrace terminates with the Qantas building which is of a larger scale and more modern expression than its neighbours. At present its scale dominates the street scene due in part to the reduced scale of the existing building on the application site. The building line of this group is set forward of the building line of the terrace to the west where it is set back to accommodate front garden spaces. Any development on the site would need to mediate between the two alignments in order to satisfactorily integrate a new design.

3.16 The existing building has a negative impact on its townscape setting. Its replacement by a new building would be acceptable. There is an opportunity to enhance the conservation area and local streetscape through an appropriate redevelopment which is informed by the buildings which make a positive contribution to the local context. The site addresses three distinct contexts:

- a. the principal street frontage onto King Street
- b. the elevation onto St Peters Square and the adjoining listed buildings
- c. the elevation onto British Grove where it adjoins a short staggered terrace of domestic-scaled properties.

The design approach to the site has been to divide the scheme into three distinct elements reflecting the scale and character of the three very different street frontages. Officers agree that this is an appropriate way of responding to the site's context.

3.17 The proposed building has responded to the building alignments on each of the frontages. On King Street the proposed building adopts a line which sits forward of the current building on the site but would be set approximately 1m behind the existing building line set by Quantas House and the adjacent terrace further east along King Street. The proposed building would mediate between the differing buildings lines either side of the site and in this respect it would repair the gap in the streetscape. It is not therefore considered that the proposed building would harmfully affect the setting of the listed buildings on Chiswick High Road. The alignment of the building, its height and architectural expression (as explained further below) is considered to be appropriate. The proposal in fact represents an improvement in the setting for the adjacent buildings which are at present viewed against the backdrop of the uncharacteristic single storey garage building and the proposed building would represent a more appropriate visual stop in views from the west. Only long views of the listed terrace would be affected in views from the east.

3.18 On St Peters Square, the building adopts the general alignment of the street frontages along this side of the Square. At present, Albion House - the immediate neighbour - is set back slightly from the line adopted by the main villas in the square. Revised drawings have been received to show the building line of the proposed four dwellings adjacent to Albion House to be set further back on the building line than originally proposed. The building line would thus be more akin to that of the St Peters Square villas, and thereby sets itself slightly in advance of its immediate neighbour but significantly set back from the line taken by the existing building. Although the four proposed dwellings on St Peter's Square in the revised form would be 0.5m in front of the prevailing building line set by the existing St Peter's Square villas, given the break in the building alignment provided by Albion House and the strongly modelled facades of the existing and proposed elevations on this side of the Square, the difference in the building lines would barely be perceptible in street views and no harm could be demonstrated as a result. The proposed building line is considered to be acceptable in this context.

3.19 On both the return street frontages to British Grove and St Peters Square, the development would continue the 'terrace' form and scale of each, thereby reinforcing the sense of street block which has been eroded by the current building. The heights of the proposed buildings have been reduced during negotiations on the scheme and now follow closely the prevailing heights of the surrounding buildings. On St Peters Square, for example, the proposed height matches the height of the villas along the street. The proposed terrace would have a vertical emphasis and modelling to give the façades a sense of rhythm and proportion which reflects the design of the existing villas on this side of St Peter's Square. The design of the proposed dwellings on St Peter's Square, which make close architectural reference to the villas on this side even if they do not exactly replicate them, is considered to be an appropriate response to the architectural and historic character of the street. It is not considered that the new buildings would harmfully impact on the character or setting of the Grade II listed Albion House. This building is already distinct in character, and the proposed building would give Albion House the "breathing space" required to express this by being set away from the main flank wall by nearly 6 metres (more than twice the gap that exists between Albion House

and the existing villa on the other side) whereas the existing building directly abuts the side extension to Albion House.

3.20 On British Grove the development 'extends' the terrace with a frontage which adopts a scale, rhythm and grain of the neighbouring houses. The King Street frontage would have a symmetrical form responding to its stand-alone setting in the street. It would rise to three storeys in the central part of the elevation, with a fourth floor arranged in a mansard form. The fourth floor is expressed in sheer height on each of the corners which both respond to the view to the site along Goldhawk Road and the grander scale of the neighbouring Qantas building at the entrance to St Peters Square.

3.21 Following an exploration of alternative design solutions, the applicant has pursued a traditional architectural approach to the facades and has developed an architectural character which is inspired by the historical precedent of the surrounding buildings. The facades have a clear expression of base, middle and top which follows the composition of surrounding buildings. The architectural elements such as the windows, metal balustrades and brick detailing adopt a similar close relationship to the existing buildings. The proposed materials of yellow stock brick in Flemish bond, render which would include rustication, string courses and profiled cornices, and slate would also assist in making a contextual response to the sensitive setting of the development.

3.22 The two existing historic boundary markers on the current garage forecourt would be removed undamaged before development commences, and would be retained and relocated close to the site after the completion of the development. A condition will secure their retention and relocation to an agreed position (Condition 31).

3.23 The proposed development responds to its context and it is considered that the conservation area would be enhanced and the setting of the neighbouring listed buildings respected and preserved. In this respect, the proposed development complies with Central Government guidance contained in PPS5: Planning for the Historic Environment.

3.24 The particularly fine London Plane tree on King Street will be retained and protected during construction. Similar measures are proposed for the street trees in St Peters Square. It is noted that two of these street trees would be close to the front building line of the flat block on St Peter's Square. However the trees would be protected during construction and the flats have been designed so that the canopies of the two trees are close to bedroom windows rather than living room windows which would subject to less need for daylight and therefore less need to prune in the future. Conditions are attached to ensure the retention and protection of the trees (Condition 12).

3.25 The quality of the detailing and materials would be key to the success of the design, and it is therefore intended to condition the development so that large scale sections through the proposed buildings at a scale of 1:20 would be provided for prior council agreement to ensure that depth and articulation would be achieved in the elevations of the buildings (Condition 4), as well as details and samples of materials (Condition 3). Subject to the submission of satisfactory details, it is considered that the development would comply with Policies EN2 and EN8 of the UDP, and Government guidance contained in PPS5.

ACCESSIBILITY AND HOUSING MIX

3.26 Policy HO6 of the UDP states that 'Development for 20 or more dwellings will only be permitted if: (a) 10% of the units are designed to be suitable for occupation by wheelchair users; and (b) A mixture of units of different sizes is provided to meet the needs of family and non-family households'. Policy 3.8 of the London Plan also requires 10% of units to be accessible to wheelchair users and requires new developments to provide a range of housing choices in terms of the mix of housing sizes and types.

3.27 In accordance with these policies, 10% of the units (4 units) have been shown to be fully adaptable to wheelchair users, to accord with Policy HO6 of the UDP and Policy 3.8 of the London Plan. The 4 wheelchair adaptable units would be located on the ground floor, with level access from the St Peter's Square entrance (involving a lift to the upper ground level) and from the ramp from British Grove. Lift access would be provided to each floor within the flat block, with the lift useable in the event of a fire. Bin stores would also be wheelchair accessible. The units not identified as wheelchair adaptable would meet Lifetime Home standards, with the exception of the four St Peter's Square dwellings which have steps up to the front doors in common with the design of the other existing buildings on St Peter's Square, although it is possible to access the basement level of these properties from the rear without encountering steps. These dwellings would be adaptable to Lifetime Homes standards as there would be space for a through-lift, and also a chair lift to overcome the front steps if required. Given this, and the design considerations inherent in the scheme which aims to respond to the scale and form of the adjacent listed buildings on St Peter's Square, the arrangements are considered acceptable in this case.

3.28 Four parking spaces for disabled persons have been shown at basement level, and the permanent provision of these spaces would be secured in the legal agreement. The mechanism for the marketing of the wheelchair units, to ensure that all the units will be offered to those in need of this accommodation, would also be secured as part of the legal agreement (see below).

3.29 The development scheme would provide a mixture of one bedroom (10 units), two bedroom (23 units), three bedroom (4 units) and five bedroom (4 units) dwellings, and is considered to provide a satisfactory choice of dwelling size.

QUALITY OF PROPOSED RESIDENTIAL ACCOMMODATION

3.30 Each of the proposed units has been designed to exceed the space standards for unit sizes as outlined in Standard S7A of the UDP. Most units would meet and exceed the minimum sizes for dwellings as set out in Table 3.3 of London Plan 2011, with the exception of two one bedroom (2-person) units on the first and second floors which would be 48 sq.m. instead of the London Plan's stated 50 sq.m. minimum floor area. As this is a small shortfall and the units would comfortably meet the Council's UDP standard of 44.5 sq.m. as well as providing some external amenity space, it is not considered that these units would provide unsatisfactory living space.

3.31 Policy EN23 of the UDP states that 'all new developments will be required to make provision for open space to meet the needs of the occupiers and users'. These will need to be in accordance with standards S5 and S7 of the Unitary Development Plan. Standard S5A.1 and S5A.2 of the UDP identify amenity space requirements for family and non-family units which are located at ground level and requires an area of

private open amenity or garden space of not less than 36 square metres for family units and 14 square metres for non-family units.

3.32 All of the eight proposed houses would have a rear garden of at least 36sqm. A communal garden at the rear of the flat block and a communal roof terrace at main roof level would be provided for the occupiers of the flats. Additionally, three of the five flats proposed at ground floor level would have an area of private amenity space to the rear, which are compliant with the Council's standards. Two of the ground floor flats are one bedroom units facing the front on to St Peter's Square and whilst they would have balconies they would not have access to a private amenity area of 14 sq.m. Due to the arrangement of the building and its levels it would not be possible to design all the ground floor flats with a rear facing aspect without losing a unit. However, all units have access to the communal amenity space at ground level and at roof level and it is considered that this adequately makes up for the shortfall at two of the 13 units at ground floor level. Whilst there is no UDP requirement for the provision of amenity space above ground level, all flats on upper floors would have a private balcony or terrace.

3.33 UDP Policy EN23B states that 'where residential development that provides family dwellings is proposed, children's playspace provision will be required by means of a communal play area on site or by the provision of, or a contribution to, new or enhanced facilities in the immediate vicinity. The scale of provision and associated play equipment, will be in proportion to the scale, and related to the nature of, the proposed development, in accordance with development standard S7.' Residential developments that contain family accommodation without gardens must make some or all of such playspace provision on site. Standard S7.1 of the Unitary Development Plan requires development proposals including flats on site areas of more than 0.2 hectares, and which provide accommodation for more than 10 children, to include an appropriately equipped children's playspace. The estimated child yield for the development (based on inner London figures from the GLA) is only nine children. However since there is limited outdoor space for play which could be provided within the development the applicants have agreed to contribute £15 000 towards the upgrade of children's play facilities in Ravenscourt Park. It is expected that this money would be put towards improving the children's playground in the south of the park, which is close to the development site. The communal space provided within the development could also be used as informal playspace.

3.34 It is therefore considered that the amount of amenity space proposed is acceptable in the context of the overall scheme. It would thus comply with policies EN23 and EN23B in terms of amenity space requirements.

3.35 None of the new dwellings would have a single north facing aspect. The development therefore complies with standard S13.3 of the UDP. It is considered that the layout of the proposed units would enable adequate levels of daylight and sunlight to be received to rooms and amenity spaces.

3.36 The units would be stacked so as to place similar room types above one another where feasible. Details of enhanced sound insulation between noise generating and noise sensitive parts of the building and neighbouring properties will be required by condition, to ensure compliance with British standards. (Condition 13)

3.37 In conclusion, future occupiers would have an acceptable standard of accommodation and environment.

HIGHWAYS MATTERS

3.38 Policy TN15 of the UDP requires that any proposed development conforms to the Council's approved car parking standards to ensure that there would be no increase in on-street parking demand. Standard S18.1 of the UDP outlines the car parking requirements for each land use type. UDP Policy TN4 states that 'development will not be permitted unless in terms of its design and layout it would facilitate ease of access by disabled people and others with impaired mobility to and from public transport facilities and car parking areas that directly serve the development'. UDP Policy TN6 aims to facilitate access for cyclists.

3.39 The proposal would provide 41 residential units and 45 car parking spaces at basement level, which is a lower level of car parking than required by the UDP standard S18.1 (appliance of the standards, which is based on the habitable rooms provided by the units and makes provision for visitor parking spaces, would produce a requirement for 50.4 off-street parking spaces). However it is considered that the lower level of car parking provision is acceptable in this location which has a PTAL5 rating and is therefore highly accessible to public transport networks. On-street parking in the area is subject to Controlled Parking Zones. The section 106 would prohibit residents from applying for on-street parking permits. The overnight parking stress on St Peter's Square is currently recorded in the latest 2010 surveys (which took place on 21st October 2010) as 88 per cent on the western side (28 out of 32 spaces occupied - this includes the square itself) but only 10 per cent on the eastern side opposite the proposed development (1 out of 10 spaces occupied). It is not therefore considered that car parking demand arising from occupiers or visitors to the development would have an unacceptable impact on the existing on-street parking conditions in the surrounding streets, particularly as visitors would be most likely to use the parking bays closest to the development which are not heavily parked according to the latest survey. Furthermore, 2 to 3 additional on-street parking bays could be provided on St Peter's Square once the existing redundant crossovers are removed, and this would provide extra space for visitor parking. The provision of these additional bays would be included in the highways works required as part of the S106 legal agreement (see below).

3.40 Cycle parking would be provided for the residential units in accordance with standard S20.1 and Table 12.2, with 34 spaces within a secure enclosure in the basement for the flatted part of the development and an additional allocated area for motorcycles. The four dwellings on St Peter's Square would have space for bicycles in the garages, and the four dwellings on British Grove would have allocated cycle enclosures in the front gardens. The proposed vehicular and cycle parking layout is considered to be satisfactory and compliant with policies TN4, TN6 and TN15 and standards S17, S19 and S20 of the UDP.

3.41 The proposed development would remove four existing vehicle crossovers at the site, with the existing accesses to the forecourt from King Street and Peter's Square becoming redundant. A new vehicular access point would be created on St Peter's Square in a similar position to the existing crossover, and would serve as the only vehicle access to the site, into the basement car park. The removal of the other existing vehicle accesses would improve highway and pedestrian safety conditions. In addition, a footway on British Grove would be reinstated where at present there is vehicle parking in association with the current use of the building. This would contribute to a higher

quality public realm and would improve the safety of the environment for pedestrians. The highways works would be secured in the S106 legal agreement, to be drafted in conjunction with LB Hounslow who control British Grove.

3.42 Policy TN13 of the UDP relates to traffic impact assessments and states that 'all development proposals will be assessed for their contribution to traffic generation and their impact 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 additional demands'.

3.43 A transport statement was submitted with the application. The development proposal has been assessed in light of the lawful use and previous operation of the site as a car showroom and service garage. This established use could generate around 22 vehicle arrivals and 4 departures in the AM peak and 10 arrivals and 17 departures in the PM peak. It is predicted that the proposed residential use, in this highly accessible location, would generate around 2 arrivals and 3 departures in the AM peak and 3 arrivals and 2 departures in the PM peak. A significantly lower level of traffic generation would therefore result from the proposed development as compared with the existing and consented uses on site. The proposed vehicle access point is set well away from the junction with King Street. It is not therefore considered that the proposal would have a significant further impact on traffic congestion and highway safety on the surrounding highway network, and could serve to improve on the existing situation in this regard. The proposal is thus considered to comply with Policy TN13 of the UDP.

Servicing and refuse

3.44 Policy TN28 of the UDP addresses freight and servicing and Standard S20.1 states that 'The Council will normally require off-street servicing for all new development'. A service bay would be provided on British Grove for the servicing of the commercial uses proposed on King Street and for the collection of refuse from the proposed development. Vehicles parked in the bay would not obstruct the highway. Whilst the bay itself would be on the applicant's own land, the highway that would be used for service vehicles is under the control of LB Hounslow. That authority has been consulted on the proposals and has not raised objection to this aspect of the proposal. The level of servicing that would be required for the commercial element of the scheme would depend to some degree whether the floorspace is let as two or three small units or a single unit. The "worst case" in terms of the frequency of required deliveries would be if the floorspace is occupied as a single food retailer. However the floorspace would not be large enough at 210sqm to be occupied by a retail or food store requiring large and frequent deliveries. As a comparison, the Tesco Express 327-343 King St is 334 sq.m, and most smaller supermarket outlets are at least 250sqm. Using data from similar developments, it is estimated that the commercial element would generate around 3 or 4 deliveries a week, 90% of which would be by smaller transit van type vehicles. A service management plan will be conditioned to be submitted prior to the occupation of the units, to be agreed with LBHF and LB Hounslow, which should detail the size, number and frequency of deliveries which will be required by the potential occupier(s) of the unit, to ensure that there is no adverse impact on the congestion of the highway or noise and disturbance. (Condition 26)

3.45 The commercial unit would have its own refuse store to the back of the unit. There would be a refuse store for the flatted part of the development at ground floor level, and refuse could be wheeled down the ramp to the rear to the refuse collection bay on British Grove on collection days. There is space in this storage area for the positioning

of 14 large refuse/ recycling bins, which is considered to be sufficient for the 33 flats, with just over 2 flats sharing one large bin. The refuse store would be fully accessible for wheelchair users and no flat would be more than 25m (laterally, with lift access to the ground floor) from the refuse store. Further confirmation regarding the number and type of bins at each location and the recycling facilities and method of collection would be covered by condition (Condition 8). The proposal is therefore considered to satisfy policy EN17 of the UDP.

Stopping up

3.46 As part of the proposals, the existing public right of way which exists over the current garage forecourt would be built upon. This would be subject to a separate application for a stopping up order, which would be submitted after the grant of planning permission. Whilst the stopping up procedure will be considered separately, and will be subject to additional public consultation, officers do not in principle raise objection to the removal of this right of way, given that a wide pavement exists on King Street outside the front boundary of the property. No part of St Peter's Square would be stopped up and the development would not encroach further on to the highway than the existing building line on St Peter's Square.

IMPACT on RESIDENTIAL AMENITY

3.47 Policy EN8 of the Unitary Development Plan relates to the design of new development and places an emphasis on the principles of good neighbourliness. As such the scheme's impact on neighbours in respect of outlook, privacy as well as daylight and sunlight and shadowing have been assessed.

3.48 The development site is due north of the affected window walls in the nearest adjacent properties at Albion House and on British Grove and these windows would not be adversely affected in terms of loss of sunlight. Other residential properties are separated from the development site by roads. The applicants have modelled the shadowing cast by the proposed development, and this confirms that the shadowing from the building would not extend far enough to the north, east or west to adversely affect any property. In the evening hours, shadowing would extend to the west towards no.40 St Peter's Square, but this property's own boundary wall would cast a shadow across the rear garden before shadows from the proposed building would reach this property.

3.49 Similarly, the scheme would not result in loss of daylight for any neighbouring property. No part of the development would subtend an angle of 25 degrees measured from the lowest habitable windows in the neighbouring properties' main faces, including those opposite on King Street. The need for a Vertical Sky Component test is not therefore triggered.

3.50 Standard S13.1 of the UDP relates to loss of outlook and states that 'a building's proximity can have an overbearing and dominating effect, detrimental to the enjoyment by residential occupiers of their properties'. Although dependent upon the proximity and scale of the proposed development a general standard can be adopted by reference to a line produced at an angle of 45 degrees from a point 2 metres above the adjoining ground level of the boundaries of the site where it adjoins residential properties. Where any part of the proposed building extends beyond these lines the UDP allows on-site judgement to be a determining factor in assessing the effect which the development will have on the existing amenities of neighbouring properties. The proposed development would comply with this criteria given that no part of the development would be built

directly in front of the window walls to the nearest residential neighbours. In terms of the effect on the boundary with the adjacent properties to the south, the existing boundary is formed by the flank wall of the garage building which has a pitched roof up to first floor level. Whilst the roof would be demolished, the high boundary wall up to a height of approximately 6 metres would be retained. The proposed development would not extend significantly beyond the lines set by the existing building, with the exception being a small part of the screening to the proposed terrace above the back addition of the St Peter's Square dwelling near the boundary with Albion House, although it should be remembered that this part of the development is set away from the boundary whereas the existing development forms the boundary wall. It is not considered that the development would have any significant further impact on outlook to Albion House or any other neighbour.

3.51 Standard S13.2 of the UDP relates to privacy and overlooking. Normally a distance of 18m in an arc of 60 degrees should be achieved between windows in a new development and existing residential windows. As the development would not be built directly in front of or behind the main facades to neighbouring properties in general the 18m/60 degree privacy distance would be comfortably met. The one exception is the adjacent existing neighbour at British Grove, which has a window to the rear which would be within an arc of 18m and 60 degrees from the first floor bedroom window and second floor terrace at the nearest St Peter's Square dwelling. However this window is designed to be dual aspect with the west facing panel obscure glazed and fixed shut (Condition 29), and the south facing panel would not be within an arc of 18m and 60 degrees from the neighbour's window (there would also be an obscure glazed screen in front of the south-facing panel to prevent any overlooking to the south, required as part of Condition 28). The terrace would also have screens above eye height to the rear as well as the side to prevent overlooking. All other terraces which would be within 18m of a neighbouring property would have similar screening to ensure that the privacy of neighbours are not compromised.

3.52 The scheme has also been designed so as to prevent overlooking between the properties within the development. The proposed houses on British Grove and St Peter's Square would face each other at a distance of less than 18m at ground to first floors, but the British Grove houses have been designed to have only bathroom and stairwell windows on the upper floor rear elevations, and the first floor windows at St Peter's Square would have obscure-glazing on the west-facing panels as described above. The ground floors would be screened by the rear boundary fences.

3.53 UDP standard S13.2A seeks to prevent noise and disturbance to existing residents from roof terraces and balconies. The majority of the individual balconies proposed within the development are small (5-15sqm) and would not allow large numbers to congregate. A large (150 sq.m.) terrace providing communal amenity space is proposed above the flat block on King Street, but this would be set well away from existing residential properties and is positioned close to the main road. The four proposed houses on St Peter's Square would have larger (22 sq.m.) terraces at main roof level, but these are also set well away from existing properties and behind high parapet walls and privacy screens. The larger terrace at roof level to the house at Plot 4, which would be closest to Albion House, has been revised to ensure that the floor area is no more than 10 sq.m., which is not considered to have the potential to give rise to significant noise. It is not therefore considered that the proposal would have an undue impact on noise and disturbance to neighbouring residents.

OTHER CONSIDERATIONS

CONTAMINATED LAND

3.54 Potentially contaminative uses at the site (past and present) include a car repair garage, tyre dealer and hand car wash. The applicants have submitted a desk top study of the contamination, but a site investigation scheme, intrusive investigation and risk assessment will need to be submitted and carried out before development commences. Conditions have therefore been added to the permission requiring this and a remediation method statement and the validation of these works (Conditions 19 and 20). These requirements have been placed in order 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 UDP policies G0, G3, EN20A and EN21.

ENERGY

3.55 London Plan Policy 5.2 aims for the reduction of carbon emissions from all development. The policy states that major development proposals should include a detailed energy assessment to demonstrate how the targets for carbon dioxide emissions reduction are to be met within the framework of the Mayor's energy framework. A Sustainable Energy report has been submitted with the application as required by this policy. This assesses the expected energy demand for the development and details the energy efficiency and low/zero carbon technologies to be installed to provide an energy efficient development with reduced CO₂ emissions.

3.56 An assessment of the baseline energy use required to supply heating, hot water, lighting and power requirements for the development shows that total CO₂ emissions are expected to be 118 tonnes a year. Energy efficiency measures are planned to help reduce the CO₂ emissions and to improve on the level of performance required to meet the Building Regulations. For example, the main building fabric elements will be built with higher insulation levels, solar gain and daylighting will be utilised where possible with shading being used to prevent overheating in the summer. Air tightness will also be improved beyond the minimum Building Regulations requirements, which will cut heat losses. Efficient internal systems will be installed, for example energy efficient lighting, high efficiency gas boilers and local heating controls. Consideration has been given to installing a Combined heat and Power system, but it is not deemed to be feasible due to the relatively small size of the development.

3.57 Renewable energy technologies have also been assessed for their feasibility to further increase the CO₂ emission reductions with the aim of meeting London Plan policies 5.2 and 5.7 which state that on-site renewable energy measures should be incorporated within developments where feasible. Taking into account the site's suitability for the incorporation of these technologies and the availability of space, the proposal is to install 130m² of solar PV panels on the available roof space (on the apartment block) and to also include Air Source Heat Pumps (ASHPs) for the commercial unit. In total, the renewable energy systems are calculated to reduce annual CO₂ emissions by about 23 tonnes (20%), which complies with the requirements of the London Plan policies on renewables. A condition will be attached requiring further details for the positioning of the ASHPs and PV panels to ensure that these do not cause loss of visual amenity or noise disturbance. (Condition 25)

3.58 Policy 5.3 of the London Plan relates to sustainable design and construction and states that 'Development proposals should demonstrate that sustainable design

standards are integral to the proposal, including its construction and operation, and ensure that they are considered at the beginning of the design process.' In accordance with this policy, a Sustainability Statement has been submitted looking at a wide range of sustainable design and construction issues, in addition to energy. The residential element of the development will be built to meet level 3 of the Code for Sustainable Homes (CfSH) by including measures such as water efficient appliances, a 380m² green roof which helps reduce surface water run-off and also provides insulation benefits in the winter and cooling benefits during the summer. Use of a Construction Environment Management Plan and Site Waste Management Plan will ensure best practice measures are implemented during the demolition and construction phases to help minimise environmental impacts.

3.59 With regard to sustainable urban drainage, at the moment, the whole site is covered with impermeable surfaces, which means that surface water drains into the main sewer system. The proposed increase in soft landscaping will help reduce the surface water run-off.

3.60 Conditions are recommended to secure the implementation of the measures proposed in the Energy Assessment and to ensure that the sustainable design and construction measures, including energy efficiency and renewable energy, are achieved. (Conditions 22 and 23).

FLOOD RISK

3.61 The site is within Flood Risk Zones 2 and 3, and the applicants have submitted a Flood Risk Assessment (FRA) in accordance with Planning Policy Statement (PPS) 25. The FRA submitted has considered all possible risks of flooding to the site with the greatest risk coming from a tidal surge event associated with the River Thames. The residential parts of the site would be classified as a 'more vulnerable' use, whereas the commercial part would be 'less vulnerable'. However, the FRA has found that the site would be suitable for residential development for the following reasons: there would be an improvement in terms of the surface run-off from the site as more soft landscaping is proposed; the site benefits from flood defences which offer protection up to the 1 in 1000 year flood event; the finished floor levels would be above the 1 in 200 year flood level. Redevelopment of the site for residential accommodation should therefore be possible, in officers' view, with careful consideration of the surface water and foul drainage. The Environment Agency raises no objection to the redevelopment of the site for residential purposes.

4.0 LEGAL AGREEMENT

4.1 The applicant has agreed to enter into a legal agreement with the council with respect to the following heads of terms:

- Contribution to provision of off-site affordable housing to the value of £300k, or equivalent cash sum if this is not provided within three years from date of signing of S106
- £15k contribution to improvements to children's playspace in Ravenscourt Park
- £45k contribution towards local healthcare facilities
- Funding of highways works, including the reinstatement of crossovers, provision of footway on British Grove and provision of additional parking bays on St Peter's Square
- Marketing of wheelchair units

- Provision of disabled parking spaces
- Residential units to be car permit free

5.0 CONCLUSION AND RECOMMENDATION

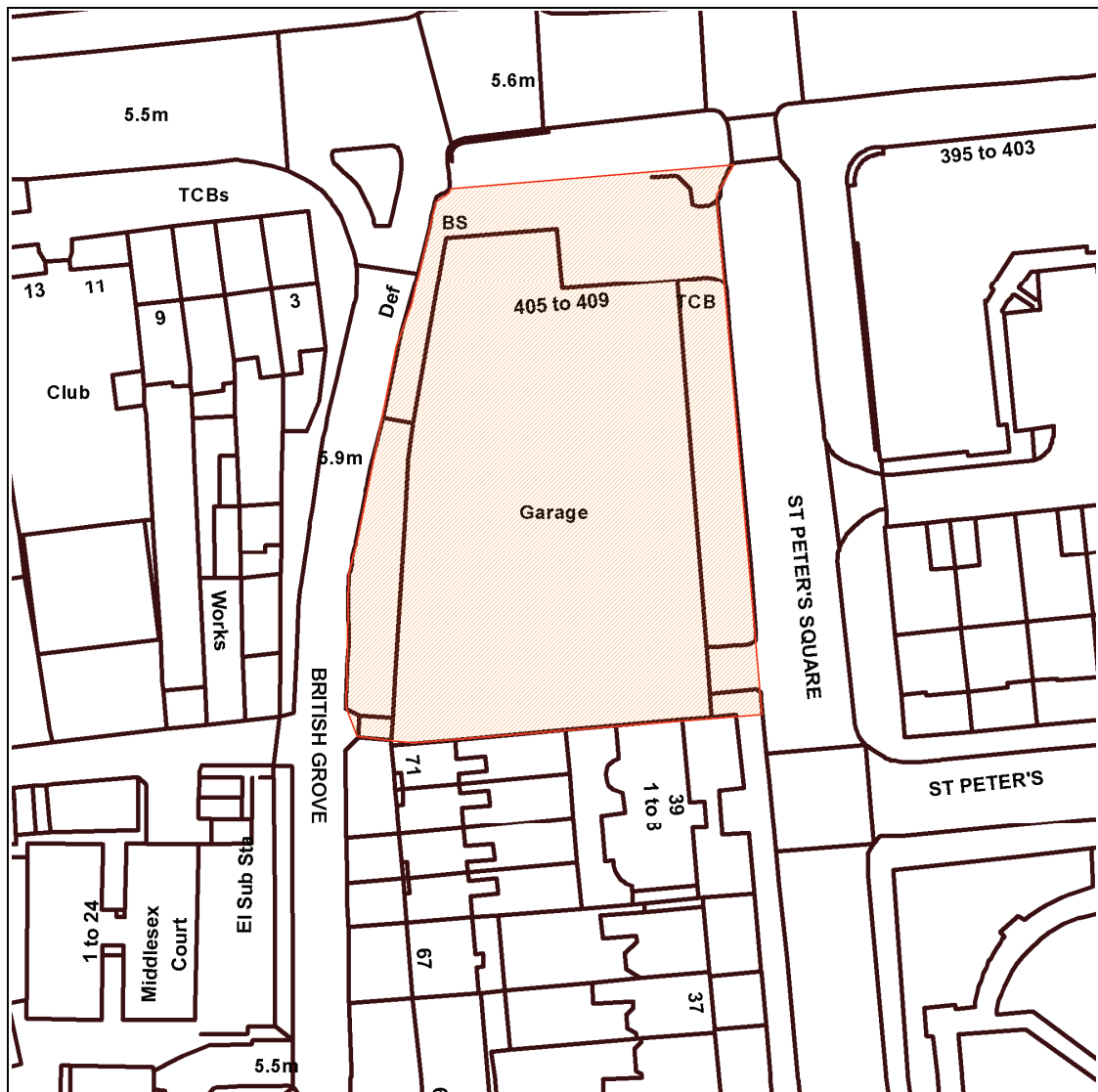
5.1 The proposed development accords with Council's Unitary Development Plan, London Plan policies and Government guidance, which seeks to maximise the potential of sites. The residential tenure and provision for off-site affordable housing is considered acceptable in this instance. The standard of proposed accommodation is acceptable. The scheme would have minimal impact on adjoining residents or on local traffic conditions and parking stress. The demolition of the existing building, and the design and layout of the proposed development is considered acceptable, and it would not harm the character or appearance of the conservation area or the adjacent listed buildings.

5.2 On balance officers consider that planning permission and conservation area consent should be granted subject to conditions and following the completion of a satisfactory 106 agreement.

Ward: Ravenscourt Park

Site Address:

405 King Street London W6 9NQ



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Reg. No:
2011/01248/CAC

Case Officer:
Katherine Wood

Date Valid:
26.04.2011

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

Committee Date:
14.09.2011

Applicant:

Notting Hill Development (NHD)
C/o Agent

Description:

Demolition of existing car showroom and workshop; redevelopment to provide 41 residential units in total comprising 33 (10x1-bed and 23x2-bed) flats and 4x5-bed houses and 210 sq.m. of commercial floorspace (shops, offices or restaurant/cafe use) in a 4-storey building fronting both King Street and St Peter's Square; and comprising 4x3-bed houses in a 3-storey building fronting British Grove; including provision of 45 underground car parking spaces and 34 cycle parking spaces; private and communal amenity spaces.

Drg Nos:

Application Type:

Conservation Area Consent

Officer Recommendation:

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

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

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

- 2) The demolition of the building hereby permitted shall not be undertaken before:
 - (i) a building contract for the redevelopment of the site in accordance with planning permission reference 2011/01239/FUL has been entered into, and;
 - (ii) notice of demolition in writing and a copy of the building contract has been submitted to 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.

- 3) None of the development hereby permitted shall be undertaken before a scheme for temporary fencing and/or enclosure of the site has been submitted to and approved in writing by the Council, and such enclosure has been erected in accordance with the approved details and retained for the duration of the building works.

To ensure that the site remains in a tidy condition and to prevent harm to the street scene, in accordance with Policies EN2 and EN8 of the Unitary Development Plan, as amended 2007.

Summary of reasons for granting conservation area consent:

- 1) It is not considered that the demolition would have a harmful effect on the character or appearance of the conservation area, on the basis that planning permission has been granted for the erection of a satisfactory replacement development. In this respect the demolition is considered to comply with Policy EN2 of the Unitary Development Plan, as amended 2007.

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

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

Application form received: 21st April 2011
Drawing Nos: see above

Policy documents: The London Plan 2011
Unitary Development Plan as amended September 2007.

Consultation Comments:

Comments from:
The Hammersmith Society

Dated:
28.06.11

Neighbour Comments:

Letters from:
3 St Peter's Square London W6 9AB
Flat 1 Albion House St Peter's Square London W6 9NN

Dated:
25.05.11
16.05.11

Please see related report ref: 2011/01239/FUL