

CITY OF WESTMINSTER			
PLANNING APPLICATIONS SUB COMMITTEE	Date 15 th November 2022	Classification For General Release	
Report of Director of Place Shaping and Town Planning		Ward(s) involved Marylebone	
Subject of Report	Development Site At 86-110 Edgware Road And 163-169, George Street, London.		
Proposal	Part demolition and reconfiguration of lower ground floor, demolition of ground and upper floors, for redevelopment comprising lower ground, ground plus 6 storeys plus rooftop room, rooftop plant and equipment and single storey triangle building, for retail, food and beverage, indoor recreation and community use (Sui Generis) at ground floor level, Office (Class E) use at ground and upper floors, community (Class F2) /Office (Class E) use at lower ground floor and associated ancillary space. [Linked to development at 57-59 Gloucester Place RN 22/05362/FULL and 22/05363/LBC]		
Agent	Gerald Eve		
On behalf of	Portman Estate		
Registered Number	22/05768/FULL	Date amended/ completed	
Date Application Received	1 August 2022		
Historic Building Grade	Unlisted		
Conservation Area	All of the buildings are unlisted and fall outside of a conservation area, although the Portman Estate Conservation Area lies directly adjacent to the north east and east and the Bayswater Conservation Area to the west.		
Neighbourhood Plan	Not applicable.		

1. RECOMMENDATION

1. Grant conditional permission, subject to a S106 legal agreement to secure the following planning obligations:-

i) The residential use to have been relocated as part of a land use swap to 59 Gloucester Place (entirety) and 57 (first to fourth floors) Gloucester Place (As granted under application reference:- 22/05362/FULL) and not to occupy the development until the land use swap has been physically completed in all material respects to a standard ready for residential occupation and evidence has been submitted to the City Council to confirm completion of such works.

- ii) Provision of Community Room for 25 years at Nil cost to the local community.
 - iii) All highway works immediately surrounding the site required for the development to occur prior to occupation of the development, including creation of footway in Forset Street, provision of additional short stay cycle parking in the vicinity of the site (minimum of 22 spaces), changes or improvements to the footway and associated work (legal, administrative and physical). Changes to on-street restrictions (to be agreed as part of detailed design) including the relocation of any on-street parking bays, with no loss in number. All of the aforementioned to the Council's specification, at full cost (administrative, legal and physical) to the developer.(subject to detail design and the approval of the Highway Authority).
 - iv) Cycle parking survey assessing potential on-street locations for the provision of 69 short stay cycle parking spaces in the vicinity of the site including on Edgware Road and their subsequent provision where agreed by Westminster in liaison with TfL. All of the aforementioned to the Council's specification, at full cost (administrative, legal and physical) of the developer.(subject to detail design and the approval of the Highway Authority). Where the full provision cannot be achieved the shortfall to be mitigated by a financial contribution towards TfL cycle hire scheme (index linked and payable on commencement of development).
 - v) The area indicatively shown on Drawing number (4571-004-C) must be stopped up prior to commencement of development, at no cost to the Council, subject to minor alterations agreed by the Director of City Highways.
 - vi) The area on drawing number (4571-004-C), where the building line has been set back from the existing line, must be dedicated prior to occupation of development, at no cost to the Council, subject to minor alterations agreed by the Council
 - vii) A Financial contribution of £194,066.00 towards the Council's Carbon offset fund (Index linked and payable on commencement of development)
 - viii) A Financial contribution of £230,295.10 [or such figure as is confirmed by the Council's Economy Team] to support the Westminster Employment Service, (Index linked and payable on commencement of development).
 - viii) Provision of Public Art
 - x Be seen energy monitoring
 - xi) Monitoring costs
2. If the S106 legal agreement has not been completed within six weeks of the Committee resolution then:-
- a) The Director of Town Planning & Building Control shall consider whether the permission can be issued with additional condition to secure the benefits listed above. If this is possible and appropriate, the Executive Director for Growth, Planning and Housing is authorised to determine and issue such a decision under Delegated Powers, however, if not

b) The Director Town Planning & Building Control shall consider whether permission be refused on the grounds that it has not proved possible to complete an agreement within an appropriate timescale, and the proposal is unacceptable in the absence of the benefits that would have been secured; if so, the Executive Director for Growth, Planning and Housing is authorised to determine the application and agree appropriate reason for refusal under Delegated Powers.

3.a). That Sub-Committee authorises the making of a draft order pursuant to s247 of the Town and Country Planning Act 1990 for the stopping up of parts of the public highway to enable this development to take place.

b). That Sub-Committee authorises the making of a draft order pursuant to s247 of the Town and Country Planning Act 1990 for the dedication of parts of the land to enable this development to take place.

That the City Commissioner of Transportation be authorised to take all necessary procedural steps in conjunction with the making of the order/s and to make the order/s as proposed if there are no unresolved objections to the draft order/dedication. The applicant will be required to cover all costs of the Council in progressing the stopping up order/dedication.

2. SUMMARY & KEY CONSIDERATIONS

The application proposes the redevelopment of the site (with retained lower ground floor structure) to provide a new 7-storey building along Edgware Road and the corner of George Street for mixed-use comprising Offices and “The Hub” a flexible mixed use space.

Representations of objection have been received from Portsea Hall Residents Association representing the residents of the 126 apartments in Portsea Hall and 7 individual local residents on a number of grounds including land use, design, amenity and transportation.

In contrast, representations in support of the development on land use, design, amenity and transportation grounds have been received from Harrowby & District Residents Association, Marble Arch BID and the Church Commissioners, British Land and Native Land (major land owners in the area) and a local resident.

The key considerations in this case are:

- The principle of redevelopment in sustainability and design terms.
- The acceptability of the proposed building in design terms and on the setting of the Portman Estate and Bayswater Conservation areas.
- The impact on the amenity of neighbouring residential properties.

Notwithstanding the representations of objection, the proposed development is considered to be acceptable with conditions and planning obligations. Whilst it would result in some loss of daylight and sunlight to surrounding residents, the loss is not considered to be so great so as to

warrant withholding permission on this ground. The development would create a highly sustainable new building of high architectural value making a positive impact on the setting of the surrounding conservation areas, with economic, social and wider public benefits as well as positive amenity impacts including significant greening to the rear and the creation of a fully enclosed loading bay. Overall, the proposed development is considered to meet with the aims and aspirations of our City Plan and a favourable recommendation is made, subject to conditions and the completion of a S106 legal agreement to secure a number of planning obligations.

3. LOCATION PLAN



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4. PHOTOGRAPHS

Top: Edgware Road Frontage

Bottom: Existing vehicular access from George Street into Forset Street



5. CONSULTATIONS

5.1 Application Consultations

The application was originally received and registered under reference 22/0526/FULL. However, due to an IT issue with that record, it was deleted and replaced by a new reference 22/05768/FULL and re-consultation undertaken.

GREATER LONDON AUTHORITY

Comment: The Council may proceed to determine the application without further reference to the GLA, as the development does not raise new strategic planning issues. However, the following should be secured:

- Circular economy post-construction report.
- Whole Life-Cycle Carbon post-construction assessment.
- Be Seen energy commitments in the S106; and
- Compliance with the Fire Statement.

TRANSPORT FOR LONDON

Comment: TfL does not object to the proposed development in principle, however TfL is unsatisfied with the details provided, as such the current proposal is not in accordance with London Plan Policies T2, T4, T5, T6 and T7 and there are details that need to be addressed prior to a decision is made before we can be supportive of the proposal

Cycle parking

The proposed long stay cycle parking provision complies in terms of quantum and also quality in terms of security and associated facilities such as showers. "Sheffield" stands, and the provision of accessible parking spaces is supported.

There is a shortfall (60 spaces) in short stay cycle parking provision. The applicant suggests that additional short-stay cycle spaces will be provided on Edgware Road, TfL is happy to look at this but recognises that there is a balance between providing provision and not losing useful pedestrian thoroughfare space and that there is a lack of footway space to accommodate on-footway spaces. A cycle hire contribution could be offered to mitigate shortfall, this should be agreed with TfL and secured via legal agreement.

Healthy Streets

Healthy Streets/Active Travel Zone assessment does not sufficiently address the point of "people feel safe". The assessment relies upon the assumption that there are lots of people in the area and therefore people will be safe. There is no assessment of sufficient lighting, CCTV cameras or possible entrapment spaces. Women's safety was highlighted as an issue within the public consultation report (raised by the Edgware Road Strategy Group). Within the current crime figures for the area, anti-social behaviour, violence and sexual offences make up the 46% of offences within the postcode. It is recommended that a night time ATZ is prepared to assess safety for people walking at night and consider what mitigation measures can be implemented to enhance improve the way that people feel safe on key routes in line with London Plan policy T2 .

The applicant should consider litter collection and some public art which can reduce negative impacts on street scene.

Further information required with respect to bench seating A financial contribution towards streetscape upgrades to be agreed with TfL to pay for the installation of benches should be sought.

A small area of highway George Street /Edgware Road is referred to for adoption, this would require permission from TfL Asset-operations and a Stopping Up Order. An indicative s278 plan needs to be agreed with TfL and WCC and appended to the permission to encapsulate proposed street upgrade, land adoption cycle parking, benches etc.

One key issue is that plans provided at pre-application stage had great ambitions for enhancing Stourcliffe Street including closing this in terms of being a short cut through vehicles going to George Street from to Edgware Road. TfL supported this closure in terms of safety/Vision Zero and healthy streets. Is this option still under investigation?

Trees

Concern regarding construction impact on two TFL trees on Edgware Road. Could smaller site accommodation facilities be used or is there a way to install them without damaging our trees? Please provide an arboriculture method statement for TfL assessment prior to any decision is made.

Deliveries and Servicing

The applicant's description of the red route controls is wrong, the majority of Edgware Road has double reds which means no stopping AT ANY TIME.

It is not clear how the applicant will control the size of vehicles servicing the site as the service yard round the back is constrained.

There is no intention to seek any change to size or operational hours of the red route loading box on Edgware Road, please clarify.

Query whether there are alternative strategies for deliveries if drivers are unable to "hit" a slot time.

Within Section 5.4, there are quite a few "look ats" and "investigates" here so would be good to firm up on concrete actions especially in regard to Cargo bikes. The site layout plan needs to account for cargo bike drop-off/pick-up points, storage and access. Please clarify if/when you wish to discuss a cargo bikes strategy.

Construction Logistics Plan

The final CLP will need to be secured by condition for sign off by WCC in consultation with TfL.

Please check within section 3.8 Construction Traffic Hours, traffic on the IRR (Inner Ring Route) the peak time traffic hours as they are not typical.

The section of covered footway looks relatively short and combined with a minimum 3m width for pedestrians they should be able to avoid problems you often see elsewhere which is positive. Good visibility enhanced by good lighting is key, please clarify the lighting strategy above.

Within 3.15 suspension of existing loading box. Is the current loading bay exclusively used by Tesco but if it is used by others then some alternative servicing provision may be important, especially as servicing provision on ER is quite limited. How will the other businesses be serviced if the "pop-up" pit lane is running?

Framework Travel Plan

To note, bus service planning has not expressed any concern with the submitted documents.

HISTORIC ENGLAND (LISTED BUILDINGS AND CONSERVATION AREAS)

No comment. On the basis of the information provided, we do not consider that it is necessary for this application to be notified to Historic England under the relevant statutory provisions.

HISTORIC ENGLAND (ARCHAEOLOGY)

No objection, subject to pre-commencement two-stage condition and informative.

ENVIRONMENT AGENCY

Any response to be reported verbally.

THAMES WATER

No objection, subject to conditions (& informatives) to determine the foul and surface water infrastructure needs of this application. With regard to water network and water treatment infrastructure capacity, we would not have any objection to the above planning application.

LONDON FIRE AND CIVIL DEFENCE AUTHORITY

Any response to be reported verbally.

NATIONAL GRID

Any response to be reported verbally.

CADENT GAS

No objection, subject to an informative.

HIGHWAYS PLANNING

Undesirable, but could be considered acceptable. The shortfall of 69 short stay cycle parking spaces for visitors is disappointing and a revised servicing management plan is required to ensure all servicing from internal loading bay to rear and no servicing (apart from refuse and recycling) from the existing on-street loading bay.

All other aspects are acceptable. Recommend conditions, informatives and S106 obligations.

WASTE PROJECT MANAGER

No objection. Recommend condition to secure waste storage in perpetuity.

ENVIRONMENTAL HEALTH1ST Consultation 12.09.2022

Comment. Further information required with respect to the following:-

- Air quality- filtration specification
- Emergency back-up diesel generator – details of flues/outlet/inlet
- Class E- Details of any other Class E uses proposed
- Recommend Consultation with the Environment Agency with respect to Volatile Organic Compounds (VOCs) and risk to controlled waters.

2nd Consultation

No objection subject to conditions

ARBORICULTURAL MANAGER1st Consultation (24.10.2022)

Comment: Further information required with respect to the following:-

- Protection of 4 TFL Lime trees on Edgware Road from construction and development. Extent of pruning to canopies, lifting crowns, construction methodology for demolition and construction, tree (including root) protection, maintenance of glazed canopy and façade cleaning.
- Greening proposals. Details of design and construction, management and maintenance plans, structural details, design construction of green walls, fire risk evaluation for green wall, full details of planters.
- Irrigation- capacity

2nd Consultation

Any response to be reported verbally

ECONOMY AND REGENERATION

Comment: Based on the total net uplift floorspace and on the Inclusive Local Economy Policy (2021), this scheme needs to provide: A Financial Contribution of £230,295.10

LOCAL FLOOD AUTHORITY

Any response to be reported verbally.

DESIGNING OUT CRIME OFFICER

Any response to be reported verbally.

WARD COUNCILLORS FOR MARYLEBONE

Any response to be reported verbally.

MARYLEBONE ASSOCIATION

Any response to be reported verbally.

HARROWBY AND DISTRICT RESIDENTS' ASSOCIATION

Support. The proposed redevelopment represents much needed investment in the rejuvenation of Edgware Road. Grateful to be part of the dialogue for the rejuvenation of the site over the past 22 months and we welcome the plans that are aimed at designing-out crime and anti-social behaviour and consolidating servicing arrangements, which will help to enhance our wider neighbourhood and improve safety and security for all.

We also support the proposed improvements to the office accommodation and retail space, which will add to the breadth of offer on Edgware Road and contribute positively, we believe, to enhanced amenity for local residents.

We understand the proposals offer a good level of sustainability in the design and operation and welcome the reduction in air pollution offered by the non-fossil fuel approach. Other greening and biodiversity elements of the proposals are hugely welcome given the challenges of traffic and other noise/pollution on this main arterial route.

MARBLE ARCH BUSINESS IMPROVEMENT DISTRICT (BID) (represents business interests in the Edgware Road district)

Support. Has been part of the dialogue as the ideas and principles of the scheme have evolved over the past 21 months.

The existing buildings are in need of substantial investment, offering a poor-quality design, increasingly outdated office accommodation, and has poor areas in Forset Street to the rear of the site which have suffered from crime and anti-social behaviour for many years.

Excited about the proposed development of Garfield House, particularly the delivery of more wellbeing-led office accommodation, high-quality flexible retail, the flexible 'hub' space, community space, enhancements to servicing arrangements and the efforts to design out crime.

Support the plans to introduce more urban greening in and around the site, as part of the introduction of a high-quality, sustainable, people centred commercial development.

These ambitions align with the adopted strategies of the Marble Arch BID for the rejuvenation of the area. Strongly believe that the proposals would represent a positive contribution to the regeneration of the wider Edgware Road neighbourhood.

ADJOINING OWNERS/OCCUPIERS AND OTHER REPRESENTATIONS:-

Total No Consulted:-1467

Total No. of Replies: A representation of objection from Portsea Hall Residents Association representing the residents of the 126 apartments in Portsea Hall, 7 individual representations of objection from residents within Portsea Hall and Stourcliffe Close and 4 representations in support.

SITE NOTICE: Yes

ADVERTISEMENT: Yes

OBJECTIONS

Seven Representations of objection from Portsea Hall, including 1 from Portsea Hall Residents Association (representing the residents of the 126 apartments in Portsea Hall) and Stourcliffe Close.

Principle/Land use

- Concerned that this attempt at gentrification will result in local businesses suffering beyond repair.
- Development will cause local businesses to vanish due to the impact on rents i.e., their massive increases - this development does not accommodate local businesses, nor is it intended to.
- Proposal goes some way to destroying the communal Islamic character of Edgware Road for which it is proudly famous for by eradicating local businesses and replacing them with large faceless and soulless corporations which have no connection to the local community.

Amenity

- Significant impact on the quality of life and peaceful enjoyment residential flats
- The higher buildings in the area are residential not offices.
- 41.25m facing Portsea Hall moving to 56.95m i.e., a 38% increase in height is absolutely unacceptable to residents living so close to the proposed development and a too big a change to the massing and feel of the area.
- Loss of light to windows of Portsea Hall, Portsea Place
- A gross underestimate of the loss of daylight as they are based on incorrect assumptions, even though they acknowledge significant light losses.
- Significant increase in size of building creates an overbearing massing of building structure.
- Increasing the size of the building from 3 floors above the ground floor to six floors above the ground floor would create an overbearing massing of building structure.
- Increased commercial use would impact on privacy
- Impact of rooftop leisure facility and terrace and impact on privacy and noise levels
- The size of the building would significantly increase the amount of traffic noise reflected into residential apartments in Portsea Hall opposite.

Design

- Size of building would fundamentally change the neighbourhood feel of the area.
- New building should be no higher than the existing building
- Portman Estate have already developed and enlarged their property adjacent to the proposed development - adding 6 storeys plus to the land directly opposite would cause massing in a very small area. This is not in the best interest of the area.
- Should not have a rooftop social/event/party space or be prevented from use between 22.00-10.00.
- Should not have roof top plant facing flats in Portsea Hall

Transport

- All future deliveries to the new structure should be from the back of the building and not onto Edgware Road.
- The proposal will cause increased traffic flow and noise within a small area that is already quite noisy and prone to high levels of traffic - the additional dwellings and development will further damage the area and its environs.

- Concerned about delivery plans and one access point at rear from Forset Street which is shared by residents accessing George Street mansions underground car park. Hope A gate should be provided to prevent unauthorised vehicles and would like to see cross hatching onto George Street

Trees

- The street trees should not be altered.

Construction

- Two years of demolition and building work would create significant distress to residents of Portsea Hall from noise dust and disruption to walking, cycling and driving.
- The development is not going to be environmentally friendly and will result in years of noise, dust and pollution whilst the demolition and development are carried out - who knows what unforeseen circumstances may occur prior to the development completing.
- Portman Estate could easily refurbish their existing dwellings and perhaps add, at most, another floor without causing the noise disruption and displacement (of people and businesses) that this plan envisages.

Consultation

- The consultation was flawed, not all residents and occupational tenants were given ample opportunity to comment the proposed development.
- A petition is also being prepared and will be sent to you shortly opposing this development.
- Will write to the office of the Mayor of London to raise the above concerns and voice opposition to such a negative development.

SUPPORT

Four representations of support. From British Land (as a major property owner and occupier on the Edgware Road), Native Land (Head leaseholder of Regents House), Church Commissioners (Major freehold owner on the west side of Edgware Road) and a local resident.

Principle/Land use

- Introduce a high-quality commercial building with modern flexible office accommodation and high standards of sustainability.
- The increase in employment space will provide much needed daytime local spending for the local economy and leverage the benefits from the Elizabeth line opening nearby.
- Recognise that the current building is outdated, offers poor-quality retail which fails to animate the site and low grade office accommodation which does not offer the working environment sought by modern commercial occupiers.
- The existing buildings represent a missed opportunity, particularly in the context of the recent investments to the north and south of the site.
- Welcome the proposed introduction of high-quality, flexible office accommodation, modern retail, flexible space in the new 'hub' and improved servicing arrangements - all of which will contribute to the rejuvenation of Edgware Road.

- Represents a significant investment in the rejuvenation of the Edgware Road.
- Support the proposed provision of high-quality office accommodation and active retail space, which will add to the vibrancy and commercial offering of Edgware Road and contribute to the economic success of the local area.
- Have been part of the dialogue for the rejuvenation of the site over the past 21 months, including as members of the Edgware Road Strategy Group,

Design

- Contributes to the ongoing regeneration of Edgware Road and represent a significant improvement on the current building, which detracts from the local area.
- Welcome the proposed active frontages on the ground floor along Edgware Road, and the public realm enhancements, which paired with a retail offer at ground floor, will animate and enhance the local area and design out anti-social behaviour whilst complementing neighbouring development.
- Contributes positively to the ongoing rejuvenation of the historic Edgware Road and wider neighbourhood.
- Acknowledge the improved sustainability credentials of the proposed development as well as the aim to maximise planting and urban greening throughout the site, which would present a significant improvement to the area.
- Welcome the efforts made by the professional team to design-out crime and anti-social behaviour, consolidate servicing arrangement and increase biodiversity and urban greening, which will enhance this important part of Edgware Road.

5.2 Applicant's Pre-Application Community Engagement

Engagement was carried out by the applicant with the local community and key stakeholders in the area prior to the submission of the planning application in accordance with the principles set out in the Early Community Engagement guidance.

The engagement activities undertaken by the applicant (as listed in the submitted Statement of Community Involvement) are summarised in the table below:

Engagement Method/Event/Activity	Date	Attendance	Summary of Discussions
Early engagement stakeholder meetings. Series of virtual presentations	10 th December to 13 th January 2020		Existing issues with site, local area, emerging ideas for future uses and opportunities.
Follow up meeting	29 th March - 19 th April		Progress and evolving proposals
First stage consultation	15 th December - 4 th February 2022		Meetings with key local stakeholders.
	12 th January 2022		Letters from the Applicant were distributed to neighbours at Stourcliffe Close and George

			Street inviting them to attend online community briefings to discuss and feedback on the initial proposals.
	19th & 23rd January 2022		Online community briefings were held with residents of George Street and Stourcliffe Close, which were held via Zoom.
	4th February 2022		The formal launch of the first stage of wider public consultation.
	4th February 2022 16th February 2022		Launch of the dedicated consultation website, which contained information on the emerging proposals for the site through a virtual exhibition and which enabled residents to provide their feedback online. This also included the launch of a social media campaign directing users to the project website. A newsletter was sent out to c. 2,266 local addresses, to inform them of the proposals and direct them to the dedicated consultation website. Formal closure of the first stage of consultation.
	16th March 2022 – 7th April 2022		Meetings with local stakeholders.
Second Stage of Consultation	14th April 2022		The formal launch of the second stage of wider public consultation with a further designed newsletter sent to 2,325 local addresses.
	14th April 2022 20th April 2022		The consultation website was updated to reflect the latest proposals and changes via a second virtual exhibition. This included the launch of a social media campaign directing users to the project website.
	14th April 2022		A design workshop with

	20th April 2022 3rd May 2022		representatives from the Marylebone Association to discuss the proposed design for the scheme. Formal closure of the second stage of public consultation.
	9th May 2022 – 11th May 2022		Meetings with key local stakeholders, including a site visit, and in-person and online meetings with George Street and Stourcliffe Close neighbours.
	25th July 2022		Meeting with Cllr Ruth Bush, chair of the Planning Committee.

In summary, across the range of engagement undertaken by the applicant the principal issues raised were:-

- Existing Anti-social behaviour/Crime prevention
- Existing Traffic and air quality issues
- Sustainability, greening, sustainable transport and cycle parking
- Edgware Road Cultural Strategy and retail and active frontages
- Deliveries and servicing an issue
- Amenity impact on surrounding residential properties (privacy/overlooking/noise, daylight and sunlight) physical and operational
- Animation of Forset and Stourcliffe Streets
- Landscaping strategy
- Height, Scale and massing
- Proposed use and demand for office space in light of ‘work from home’
- Welcome the plans to internalize servicing and waste
- Removal of the local Tesco
- Questions about the proposed scale
- Design and proposed materials and materiality of facade
- Servicing and retail and waste strategy
- Accessibility of the roof terraces
- Fire safety,
- Project timeframe
- Proposed community space uses
- Construction disturbance

The applicant’s Statement of Community Involvement and other application documents identify that the scheme has been revised in the following ways in response to views and representations expressed during pre-application community engagement:

- Set-back of plant
- Fins and blank facades for privacy and operational management plan for terraces
- Agree to Code of Construction Practice

- Sustainability integral to design
- Management plan for greening
- analysis of food retail in area to ensure sufficient provision
- Provision of committee room within development
- Active ground floor to address anti-social behaviour
- Consolidation of servicing within a dedicated internal loading bay

The Harrowby and District Residents Association, Marble Arch BID, British Land, Church Commissioners and Native Land have all welcomed the pre-application dialogue with the applicant.

6. WESTMINSTER'S DEVELOPMENT PLAN

6.1 City Plan 2019-2040 & London Plan

The City Plan 2019-2040 was adopted at Full Council on 21 April 2021. The policies in the City Plan 2019-2040 are consistent with national policy as set out in the National Planning Policy Framework (NPPF) (July 2021) and should be afforded full weight in accordance with paragraph 219 of the NPPF. Therefore, in accordance with Section 38 of the Planning and Compulsory Purchase Act 2004, it comprises the development plan for Westminster in combination with the London Plan, which was adopted by the Mayor of London in March 2021 and, where relevant, neighbourhood plans covering specific parts of the city (see further details in Section 6.2).

As set out in Section 38(6) of the Planning and Compulsory Purchase Act 2004 and paragraph 49 of the NPPF, the application must be determined in accordance with the development plan, unless material considerations indicate otherwise.

6.2 Neighbourhood Planning

The application site is not located within an area covered by a Neighbourhood Plan.

6.3 National Policy & Guidance

The City Plan 2019-2040 policies referred to in the consideration of this application have been examined and have been found to be sound in accordance with tests set out in Paragraph 35 of the NPPF. They are considered to remain consistent with the policies in the NPPF (July 2021) unless stated otherwise.

7. BACKGROUND INFORMATION

7.1 The Application Site

The proposals site comprises of a number of elements:

- Bernard House (108-110 Edgware Road & 163-169 George Street)
- Garfield House (86-106 Edgware Road)
- Stourcliffe Garage (15 Forset Street)

The site extends along Edgware Road and includes Bernard House on the corner of Edgware Road and George Street as well as Garfield House up to, but excluding Evelyn House which is located on the corner of Stourcliffe Street. The site also includes an area to the rear of these buildings known as Stourcliffe Garage which has vehicular access from George Street and an area to the rear of Evelyn House.

The buildings are in retail use at ground and basement levels including Tesco's supermarket, with the upper floors predominantly used as offices, together with eight residential units (occupied on Assured Short-hold Tenancies) within Bernard House. Stourcliffe Garage is used as a commercial garage operating a private car hire service.

All of the buildings are unlisted and fall outside of a conservation area, although the Portman Estate Conservation Area lies directly adjacent to the north-east and east and the Bayswater Conservation Area to the west.

There is an existing loading bay (operational from 10am to 1pm) located on Edgware Road outside the front entrance of Garfield House. There are also four Lime trees outside of the site on the pavement of Edgware Road which and the responsibility of Transport for London (TFL).

The site is located on the Transport for London Road Network (TLRN) Edgware Road. The nearest section of the Strategic Road Network (SRN) is Oxford Street, approximately 500m south east. George Street is two-way, Stourcliffe Street is one-way to vehicular traffic travelling south. Forset Street is local highway and is located part to the north of George Street and part to the south (to the rear of Bernard House).

Marble Arch Underground Station (Central line) is located 700m south west of the site and Edgware Road further away to the north. The closest bus stop is located 65m northwest on Edgware Road (stop EH George Street) with access to routes 16,23,36,6,7,98, N16, N7 and N98). There are no cycle ways along Edgware Road. There are some borough cycle way markings along George Street. The closest TfL cycle hire station is located approximately 160m North on Nutford Place. The site has a Public Transport Access Level (PTAL) of 5b, on a scale of 0 to 6b where 6b is highest.

The adjoining/adjacent buildings comprise of Evelyn House to the south, on the corner of Stourcliffe Street, and Dudley House further south. To the north on the opposite side of George Street is Regents House. To the east is George Street Mansions, 139-147 George Street and Stourcliffe Close a residential block of flats. To the west, on the opposite side of Edgware Road is Portsea Hall, Portsea Place and other mixed use properties.

The site is designated within the City Plan as being located within a Central Activities Zone (CAZ) Retail Cluster (Edgware Road South), as Air quality focus area and an Archaeological Priority Area (Watling Street Tier II).

The site is also within walking distance to the Paddington Opportunity Area (POA), West End Retail and Leisure Special policy area, the West End International Centre and Church Street /Edgware Road Housing renewal Area.

Related application site

57 & 59 Gloucester Place are unlisted Georgian town houses comprising basement, ground and four upper storeys within the Portman Estate Conservation Area, located just under 500m away from the main site. This application for Garfield House, is linked by virtue of a land use swap with this site at Gloucester Place, it involves the existing residential floorspace at Garfield House relocating to Gloucester Place and the relocation of the office space to Garfield House. The planning application and listed building application for this linked site is also on this same committee agenda.

7.2 Recent Relevant History

None applicable.

8. THE PROPOSAL

The proposals seek to replace Garfield House and Bernard House with a single building of basement, ground, plus six storeys, plus roof level plant. The site includes an area to the rear where a two storey (basement and ground floor) structure is proposed as a double height space, accessible from within the primary building. The building has primarily been designed in response to the amenity constraints surrounding the site and a staggered elevation is proposed to the rear, which includes significant areas of greening.

Key elements of proposal:

- Demolition of Bernard House, Garfield House, Stourcliffe garages and associated structures to rear with the retention of the significant basement area.
- Loss of commercial garage and use
- Loss* of residential use from site as part of a land use swap with and change of use of 57 & 59 Gloucester Place from Offices to residential to re-provide residential floorspace lost from the main site.
- New building to Edgware Road (basement (significant retention of existing structure), ground and 6 upper floors and plant level) with rear terraces at 2nd-7th floors inclusive.
- New "Triangle" building to the rear.
- Increase in Class E floor space on site (ground floor retail, upper floor offices).

Given the scale and nature of the proposed development, the Greater London Authority advise that the development does not give rise to any strategic planning issues.

Table: Existing and proposed land uses.

Land Use	Existing GIA (sqm)	Proposed GIA (sqm)	+/-
Office – Class E	2605m ²	7651m ²	+5046m ²
Retail- Class E	2203m ²	0m ²	-2203m ²
Café Restaurant – Class E	172m ²	0m ²	-172m ²
Medical use- Class E	12m ²	0m ²	-122m ²
Pharmacy – Class E	125m ²	0m ²	-125m ²

Massage & alt therapy (Sui Generis)	74m2	0m2	-74m2
Commercial car park (Sui Generis)	1065m2	0m2	-1065m2
Residential (Class C3)	728m2	0m2	-728*
Ancillary (Planting, servicing)	263m2	3611m2	+3348
The Hub ** (Sui Generis)	0m2	1205m2	+1205m2
Community use (Class F1)	0m2	35m2	+35m2
Total	7357m2	12502m2	+5190m2

*Part of land use swap to replace office floorspace with residential floorspace at 57 & 59 Gloucester Place. Loss of 728m2 residential floorspace at Garfield House replaced with 843m2 of residential floorspace at 57 & 59 Gloucester Place.

9. DETAILED CONSIDERATIONS

9.1 Land Use

Commercial

Loss of garages, car parking and servicing areas

The existing garage below Stourcliffe Close has been used as a commercial car park, car wash and garage operating as a private car hire service. This use it is not afforded any specific protection in land use terms and given the nature of use, its loss is supported in sustainability and environmental terms.

Loss of supermarket

It is acknowledged that the proposal would result in the loss of a supermarket (Tesco), however there is no protection for individual supermarkets. There are other alternative supermarkets within the vicinity of the site including Waitrose and Marks and Spencer on Edgware Road, Sainsbury's in Marble Arch Place and Co-Op in Baker Street.

Proposed Ground floor Hub

The existing lower ground and ground floor town centre units are proposed to be replaced by a large open plan "Hub" at ground floor level providing a mix of town centre uses for active retail, food and beverage, leisure and community purposes (Sui Generis), within a modern and flexible space. The use maintains an active street frontage with new modern shopfronts and a main entrance with canopy to provide a sense of arrival, which is considered would contribute to the vibrancy and diversity of the area.

The principle of the Hub is supported in land use terms. The applicant estimates a maximum of 811m2 for restaurant use and 914m2 for the remaining uses. However, the final break down/layout/shopfront display/hours of operation, of uses within the Hub will be required by condition to ensure a suitable mix of high street uses, active street frontage and to ensure that the necessary associated facilities to support all of the uses are satisfactorily in place (kitchen extract ventilation, odour control etc).

It will also restrict delivery services. It is also appropriate and necessary to restrict the use to those listed above, as other uses may have implications for travel and transportation, air quality and environmental impact.

Proposed Offices

The proposal would result in a significant uplift in office (Class E) floor space (5,046m²), the principle of which is considered to be appropriate and suitable in this location within the CAZ Retail Cluster Edgware Road South. It would provide commercial growth and intensification in this urbanised location, in accordance with policy 13 (Supporting economic growth), policy 14 (Town Centres, High Streets and the CAZ), policy 16 (Food drink and entertainment). The new office floorspace is provided as high quality modern flexible space with high sustainability credentials, a dedicated entrance reception, off street servicing, external green amenity space for office workers. Whilst the provision of affordable workspace is encouraged, it is not proposed in this instance.

Class E implications

Class E (Commercial, Business and Service) of the Use Classes Order 1987 (as amended) was introduced on 1st September 2020. It amalgamates a number of uses that previously fell within Classes A1, A2, A3, B1, D1 and D2; shops, restaurants, financial and professional services, indoor sport, recreation or fitness, health or medical services, creche, nursery or day centre principally to visiting members of the public, an office, research and development, or any industrial process that can be carried out in any residential area without detriment to amenity. Under Class E, the use of a building can flip flop back and forth between any of these uses without the need for planning permission, on the basis that it is not development and does not therefore require planning permission.

Other uses within Class E may have different amenity impacts than the uses proposed, particularly given the large size of the planning units proposed. Conditions are recommended to restrict the uses to prevent potential harmful changes of use within Class E without the need for planning permission.

Social and Community use

A room (35m²) at basement level is proposed to be made available for the local community to use at nil cost for 25 years. This will provide a facility for the local community. An operational management plan is to be sought by condition to understand the days and times that it can be booked by the local community, details of how local amenity societies and residents associations of local residential blocks (George Street Mansions, Stourcliffe Close, Portsea Hall), will be made aware of the facility and booking system, details of access and any rules and regulations for use, including advance booking requirements and the ability to use it for office use, when not booked by the local community. This facility is considered to be a benefit for the local community, supported by policy 17 (Community infrastructure and facilities).

Residential Use

There are currently 8 residential units (occupied on Assured Short-hold Tenancies) within the site provided within 728m² of floorspace. This residential floorspace is proposed to be relocated to 57-59 Gloucester Place (currently in Class E use) as part of a land use swap.

Both this application and the planning application for 57-59 Gloucester Place form a land use package, which are proposed to be linked by way of a S106 planning obligation to ensure that the swap is implemented and consequently that there is no loss of residential floorspace.

The principle of the land use swap is acceptable. A full assessment of the quantity and quality of residential floorspace at Gloucester Place is set out in that separate report. However, there are a number of benefits associated with the relocation :-

- The sites are within the vicinity of one another (500m)
- A small uplift in residential floorspace
- The uses are both appropriate in their proposed location
- Higher quality residential (less busy location; increased quality of accommodation within a heritage building with some external amenity space etc)
- Higher quality officer floorspace.

For these reasons the proposed residential land use swap meets the aims and policy objectives policy 8 (Housing delivery) and Implementation and monitoring section of the City Plan.

Land Use Overview

In land use terms, the proposed mixed-use commercial development is considered to balance the competing function of the location by providing a multi-functional ground floor space with offices above within an existing urbanised area, meeting the relevant land use policies and providing for local neighbourhoods, workers and visitors. The proposal also secures the satisfactory relocation of the residential floorspace. For these reasons the proposal is considered to be acceptable in land use terms in accordance with the relevant land use policies including Policy 1 (Westminster's spatial strategy).

This element of the proposal is also supported by the Harrowby and Districts Resident's Association, Marble Arch BID, British Land, Church Commissioners, Native Land a local resident on grounds that the proposed redevelopment presents much needed significant investment and improvements to office accommodation and retail space in the rejuvenation of Edgware Road.

Whilst representations raise concern that the proposal is an attempt to gentrify the area and erode the Islamic character of Edgware Road, planning permissions run with the land and grant consent for land use and not to individuals. The cost of rent is also a private matter for the owner/landlord.

9.2 Environment & Sustainability

Sustainable Design

The proposed development seeks to retain the basement structure with alterations, together with a full demolition of the remaining existing building and the construction of a new building. The Applicant has justified major demolition based on the following reasoning:- *"The existing basement depths are generally insufficient for the required plant equipment needed. This requires them to be lowered, meaning existing spread foundations will need to be heavily modified, underpinned or removed. This alone makes retention of the existing building difficult and expensive to achieve."*

The basement retention is welcome and the proposed new above ground structure is to be constructed using a hybrid of cross laminated timber and steel and is optimised to achieve small and lightweight grid, showing material efficiency, incorporating sustainable material choices and whole life carbon considerations from the start of the design process. The development includes the following sustainability measures to reduce carbon emissions:-

- Targets Net Zero Carbon in construction and operation
- Embodied carbon (A1-A5) of <775 kgCO₂e/m² and WLC (A1-C4) <1180 kgCO₂e/m² (LETI and RIBA 2020 benchmarks)
- Energy Use Intensity 70 kWh/m² NLA/year
- 48% reductions over Part L 2013
- BREEAM NC 2018 Office Shell and Core – ‘Outstanding’
- Embedding circular economy principles to reduce waste (current benchmark for waste 11.1 tonnes/ 100m² GIA or equivalent to 1 credit under the BREEAM assessment)
- Optimising renewable energy generation on site (PVs) with discussions over additional generation on neighbourhood buildings – ongoing
- Air Source Heat Pump and satisfactory façade performance.
- Biodiversity Net Gain 100%

Accordingly, the scheme demonstrates compliance with Policy 38 of our City Plan.

Energy Performance

The energy strategy includes enhanced fabric performance :-

Element U-Values (W/m ² K)	Part L2A Minimum	Design Values
Roof	0.25	0.10
Floor	0.25	0.10
External Wall	0.35	0.15
Windows/ Glazed Doors	2.20	1.70
Doors	2.20	1.00
Glazing Specifications (%)		
Solar transmittance (G-value) – Office and reception areas	-	30
Visible Light Transmittance (VLT)	-	60

Table 3-2: Fabric Performance for the development

The applicant has sought to improve upon u-values to align with LETI benchmarks whenever possible during detailed design (for example 1.0 – 1.2 W/m²K instead of 1.7).

Air Source Heat Pumps will provide 100% of the heating and domestic hot water (DHW) requirements, in combination with chillers for cooling and variable refrigerant flow (VRF) system + heating, ventilation and air conditioning (HVAC) heat recovery. All occupied spaces meet the requirements to prevent overheating. Furthermore, a bio-solar roof area (98m²) is proposed 98m². The proposed development targets 6 credits for Energy Performance under BREEAM 2018.

The proposed development follows the GLA's Energy Hierarchy reducing the energy consumption of the development with 48% against Part L 2013 'Conservation of fuel, and power' of the Building Regulations.

The table below indicates the carbon savings achieved at each of the three stages.

Table: Regulated carbon dioxide savings from each stage of the energy hierarchy.

	Regulated Carbon Dioxide Savings	
	Tonnes CO2 per Annum	%
Be Lean: Savings from energy demand reduction	24.7	19
Be Clean: Savings from heat network	0.0	0
Be Green: Savings from renewable energy	38.4	29
Cumulative on-site savings	63	48
Carbon shortfall	67.7	-
	Tonnes CO2	
Cumulative savings for offset payment	2042.8 @ £95/tonne	
Cash-in-lieu contribution	£194,066.00	

Whole Life Carbon

The scheme follows the RICS methodology for Whole Life Carbon assessment and embodied carbon was a major consideration when designing the proposed structure. The applicant has used PANDA software to conduct a study on a variety of structural options, which shows embedding whole life carbon considerations early to achieve the biggest savings. It is proposed that the timber structure will be most efficient with the minimum amount of steel fixings. Currently results show it will be about 150 kgCO₂e/m². However, the overall embodied carbon for A1-C4 (from product, construction, use, end of life) is estimated to be 1136 kgCO₂e/m², with the highest contribution relating to the superstructure and the steel frame in particular.

During a sustainability consultation with the Council, the applicant was encouraged to engage with steel manufacturers and source structural steel produced from recycled scrap steel and electric arc furnace. The applicant is encouraged to bring down the whole life carbon (A1-C4 -) to 970 kgCO₂e/m² during procurement and construction. The applicant is also encouraged to use timber frame glazing (as opposed to aluminium, or composite) to reduce the embodied carbon of the façade further. Further consideration of this is to be sought through conditions.

The Applicant has committed to explore all the suggested mitigation measures and further consideration of these matters will be sought through conditions. The proposed development in its current form complies with the policy 36 of our City Plan and our Environmental SPD's requirements for reducing the environmental impact of new developments.

Circular Economy

The applicant has provided a Circular Economy statement. This identifies the largest areas of impact (structure, façade, floors and ceilings). 20% recycled content is required for all materials (by value) and it is conditioned through the contractor's preliminaries.

The structural grid is standardised, and opportunities for re-use of structural steel is encouraged. The raised access floors are proposed to be re-used, which is welcomed. During the sustainability consultation with the Council, the team was encouraged to design for disassembly, to ensure carbon sequestration is taken into account considering the amount of timber used. More circularity for the façade elements is also encouraged (lime mortars, disassembly of windows, etc).

The applicant has proposed water saving measures, including efficient sanitaryware, rigorous water leakage detection and sustainable drainage.

A pre-demolition audit was completed, and materials for re-use and recycling identified. The applicant is encouraged to be more specific with the re-usability of the largest bulk of the materials found on site (such as recycled concrete aggregates). The Applicant has committed to hold a Circular Economy workshop with the project construction team before commencing construction which is welcomed.

Summary of Sustainable Design credentials

- Retention of existing elements of basement structure
- Hybrid low carbon steel and cross laminated timber (CLT) Structure
- Facades and glazing enhanced G values, enhanced by greening of building and internal blinds.
- Passive Design through All Electric Energy Strategy
- Passive ventilation via openable windows
- Air Source Heat Pumps and Photovoltaics
- 19% saving (Lean) in carbon emissions, exceeding 15% target
- 48% saving (Green) in carbon emissions, exceeding 35% target
- Targets BREEAM Outstanding, exceeding Excellent target
- Urban Greening Factor of 0.312, exceeding 0.3 target.
- 100% Biodiversity New Gain

Overall, the scheme is compliant with Policies 36 (Energy), 37(Waste Management) and 38 (Design Principles) of the City Plan. Conditions and a planning obligation are recommended to secure the commitments and address the requests of the GLA.

The approach to sustainable design is supported by the Harrowby and District Residents Association, Marble Arch BID, British Land, Church Commissioners and Native Land.

Air Quality

An Air Quality assessment (& clarifications in an email of 25.10.2022) has been submitted in support of the proposed development which is located within an Air quality focus area. The City Council's Environmental Health officer is satisfied that the proposal is acceptable from an air quality perspective based on the following:-

- Emergency Diesel generator flue terminating at roof height,
- The output of the generator is 400kW or less and operates less than 50 days per year as per section 3.4.1 of the report
- The uses are restricted to currently proposed uses.

The proposed development would be an air quality neutral development in accordance with Policy 32 (Air Quality). Air quality neutral development is one that meets, or improves upon the air quality neutral benchmarks published by the GLA. The benchmarks set out the maximum allowable emissions of NOx and Particulate Matter based on the size and use class of the proposed development.

Flood Risk & Sustainable Drainage

A Flood risk Assessment (FRA) has been submitted in support of the proposed development even though the site is less than one hectare, located within Flood Zone 1 (lowest probability of flooding) and outside of a Surface Water Flood Risk Hotspot (although the applicant has noted that it is a critical drainage area).

The proposed development includes the following measures:-

- Rainwater harvesting attenuation tank in basement
- Soft landscaping introduced across of the site - Green roofs, planting

The proposed details are considered to be commensurate to the location of the site and the proposed constraints of the development. Thames Water have not raised objection, seeking only a condition and informative. The proposal is considered to have taken into account and mitigated against the risk of flooding in accordance with Policy 35 (Flood risk).

Light Pollution

The proposal includes a strategy for feature facade lighting, office entrance access lighting and roof terrace lighting. Whilst the principle is acceptable, limited details are provided at this stage. As such a condition is recommended requiring further details of the proposed external lighting scheme, including hours of operation, showing how light spill is avoided and visual amenity will be protected. The condition is imposed to ensure that the proposal meets Policy 33 (Local environmental impacts).

Odour

No details have been provided with respect to the potential impact of any required kitchen extract duct/s, which will depend on the nature of the food offering within the Hub. As such a condition required for submission of an operational management plan for the Hub will require any such details in order to ensure the requirements of Policy 33 (Local environmental impacts) are met.

Land Contamination

A desk study report and risk assessment have been provided. Whilst these documents are welcomed, the City Council's Environmental Health officer has advised that further investigation is required, including an assessment of the risk of Radon gas. Consequently, a contaminated land condition is recommended, but phases 2,3,4 only. This will ensure that this matter is adequately addressed in accordance with Policy 33 (Local environmental impacts).

Environment & Sustainability Summary

The Applicant has committed to delivering a Net Zero Carbon building and the proposed development is policy compliant with respect to Environmental Sustainability, Whole Life Carbon, Energy Performance and Circular Economy. Satisfactory details have been provided at this stage to consider all environmental conditions. Cumulatively, the proposal is policy compliant, subject to conditions to secure further information at later stages, and the delivery of these sustainability measures and benefits. A planning obligation requiring "Be seen" monitoring is also proposed to ensure that the development delivers the carbon savings promised.

The City Council's Environmental Health Officer has confirmed that other environmental aspects have been sufficiently considered subject to conditions and informatives.

9.3 Biodiversity & Greening**Existing**

There are four lime trees on the pavement on Edgware Road which are owned and managed by Transport for London (TFL). These are located outside of the site. There are no trees, shrubs or other greening within the site itself.

The details provided with respect to impact on the trees is currently insufficient, as raised by TFL and the City Council's Arboricultural Manager. In the absence of full details there is concern that the development construction could impact upon the trees through root severance, compaction, accidental damage and the impact the building canopy and façade cleaning on their canopies. Tree pruning is also proposed in order to accommodate the development, in the form of cutting back the canopy to three of the lime trees, although the extent of pruning is not clear and further information is required.

Give the above concerns, a pre-commencement condition is recommended to secure further details to ensure that the City Council's arboricultural manager is satisfied that the development will not adversely impact on these street trees.

Proposed planting zones

Green Roofs:-

- Stourcliffe Garage roof
- 7th floor function room roof

Formal fixed planters:-

- To Rear terraces:- 1st, 2nd, 3rd, 4th, 5th, 6th, 7th floors (different quantum/extent), roof of 7th floor function room
- To Front /Edgware Road (1st-6th floors) adjacent to Evelyn Court
- To side to George Street 3rd, 4th, 5th, 6th, 7th, roof of 7th floor function room
- To Rear ground floor adjacent to loading bay entrance

Climbing plant walls:-

- Courtyard walls to ground floor triangle (with ground floor plants)
- Edge of Stourcliffe Garage roof
- Rear of Evelyn Court ground floor boundary wall with Stourcliffe Close (secondary cycle entrance)

The proposal would result in a significant increase in greening of the site /development with an increase in the Urban Greening Factor from 0.0 to 0.312 and a 100% biodiversity net gain which includes habitat panels, bee posts, bird and bat boxes. This is welcome in principle and accords with Policy G5 of the London Plan which sets a target UGF score of 0.3 for developments such as this and policy 34 (Green infrastructure) of our City Plan and our Environmental Supplementary Planning Document (ESPD).

The applicant has indicated that the proposed development has been designed to be structurally capable for the proposed greening and that the Stourcliffe Garage Roof is to be strengthened for this purpose. The planting zones have been considered with respect to microclimatic conditions (full sun, shade etc) However, the following further detail is required:- i) details of design and construction, maintenance and irrigation of the green roofs & walls (also to include fire risk) as well as full details of the proposed planters (length, width depth). These further details are to be required by pre-commencement conditions to ensure that the detailed design can deliver the extent and quality of the urban greening.

The associated irrigation of the planting zones is proposed in the form of harvested rainwater stored within the basement level and is welcome in principle, although further information is requirement to demonstrate that the rainwater collection and storage has sufficient capacity for the proposed planting within the development.

The recommended conditions are considered to satisfactorily address the matters raised by the City Council's Arboricultural Manager.

9.4 Townscape, Design & Heritage Impact

Legislative & Policy Context

The key legislative requirements in respect to designated heritage assets are as follows:

Section 72 of the LBCA Act requires that “In the exercise, with respect to any buildings or other land in a conservation area...special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area.”

Whilst there is no statutory duty to take account of effect on the setting of a conservation area, Policy 39(K) in the City Plan 2019-2040 requires that where development will have a visibly adverse effect upon a conservation area’s recognised special character or appearance, including intrusiveness with respect to any recognised and recorded familiar local views into, out of, within or across the area, it will not be permitted.

Furthermore Chapters 12 and 16 of the NPPF require great weight be placed on design quality and the preservation of designated heritage assets including their setting. Chapter 16 of the NPPF clarifies that harmful proposals should only be approved where the harm caused would be clearly outweighed by the public benefits of the scheme, taking into account the statutory duty to have special regard or pay special attention, as relevant. This should also take into account the relative significance of the affected asset and the severity of the harm caused.

Existing Buildings and context

The application site consists of two buildings forming a block at the corner of Edgware Road and George Street. It has secondary frontages at the rear to Forset Street and to the buildings of Stourcliff Close. None of the buildings are listed and none are in a conservation area. However, adjoining the site to the east is the Portman Estate Conservation Area, the setting of which included the site. There are no adjacent listed buildings. The site is also within the Tier 2 Watling Street Archaeological Priority Area. Redevelopment therefore has to be considered in the context of these heritage assets.

The proposed redevelopment of the site involves the demolition of both Garfield House and Bernard House buildings.

Garfield House is an undistinguished four storey building of the late 1950s or early 1960s. It has a reinforced concrete frame with sections of brick and artificial stone cladding. Above shopfronts of no architectural values to Edgware Road, the building consists of two brick pavilions flanking a central stone clad section. Within the pavilions the first and second storey window openings are double height, with the third floor forming an attic storey, while in the central section a stone frame surrounds a largely glazed elevation with spandrel panels between storeys. While characteristic of post war redevelopment, (1945 bomb damage maps show that buildings on the site were severely damaged) the building is of little intrinsic architectural merit. While the materials are consistent with those of other buildings in this part of Edgware Road, the scale and detail of the buildings are at odds with its neighbours. Its loss is not therefore considered contentious.

Bernard House (1924) is more traditional. It is a five storey new-Georgian residential building of stock brick with rendered elements. It is consistent in terms of materials and detail with other residential buildings in the vicinity. However, this building also lacks sufficient architectural interest to require its retention.

The principle of the demolition of these two buildings is considered to be acceptable in design and townscape terms, subject to the design quality of the replacement building.

Bulk, Height & Scale

City Plan policy 40 (Townscape and Architecture) is relevant, stating that ‘Development will be sensitively designed, having regard to the prevailing scale, heights, character, building lines and plot widths, materials, architectural quality and degree of uniformity in the surrounding townscape.

The proposed building is considerably larger than the existing Garfield and Bernard Houses, particularly in terms of its height on the Edgware Road frontage. The additional height is equivalent to approximately three sheer storeys, with rooftop plant set back above this.

While this is a significant uplift in terms of height and bulk, it is considered to be acceptable in this instance. The existing Garfield House is under scaled for its location in Edgware Road. Evelyn House, which adjoins the site, and which is being retained stands a full three storeys taller than Garfield House. The apartment buildings facing the site across Edgware Road are eight storeys. 136 Edgware Road, which faces the site across George Street is four storeys taller. The proposed additional bulk of the new building will be in line with this context of larger scale buildings.

To the rear, the scale of the new building has the potential to be more overbearing to its immediate neighbours. The stepping back of successive floors (at third floor and above) reduces the visual impact of the additional height in relation to the neighbouring buildings a George Street Mansions.

The proposed building is not considered to be a ‘tall building’ in terms of City Plan Policy 41. Building height

Detailed Design

City Plan policy 38 (Design Principles) sets out expectations for the design of new buildings in Westminster. It states that new development should incorporate exemplary standards of high quality, sustainable and inclusive urban design and architecture befitting Westminster’s world-class status, environment and heritage and its diverse range of locally distinctive neighbourhoods.

In particular 38 B requires development to positively contribute to the townscape and streetscape, having regard to the character and appearance of the existing area, adjacent buildings and heritage assets, the spaces around and between them and the pattern and grain of existing streets.

The elevational design of the new building has been the subject of a great deal of discussion and design development during the preapplication phase.

The proposed facades consist of shopfronts at ground floor with six office floors expressed as three pairs of floors each with double-height fenestration. A strong horizontal emphasis is avoided by the use of the double height windows, with spandrels of back painted and fritted glass, and by the use of projecting fins.

The facades are to be clad in a skin of glazed ceramic tiles derived from glazed stone and earthenware ceramics. The tiles are intended to have a handmade craft appearance, a variety of texture and colour between tiles. There is a significant amount of the building clad in this material. It will therefore be essential to achieve the best possible appearance in terms of colour variation, unit size, grid pattern and texture. A condition will therefore require extensive details, including sample panels, of the proposed cladding material.

The proposed double height windows with white solar shading fins are considered acceptable in design terms. The fins are reused on the rear of the building, but in this position they provide some protection from overlooking rather than solar shading. The back painted and fritted panels will add visual interest and apparent solidity.

At the rear, the building is sheer at ground first and second floors. The third, and each subsequent floor is stepped back to reduce bulk and visual impact. The terraces thus created are to be extensively planted in order to soften the appearance of the rear of the building, as well as for the contribution to biodiversity. The extent of planting would be a welcome contribution to the appearance of the rear of the building (and to the recessed balconies to the front of the building).

Of the seven objections to the scheme (one of which was on behalf of a resident's association of a nearby apartment building), two object to the scale and massing of the proposed building. As set out above, while the height of the new building is significantly taller than Garfield House, the existing four storey building is considered to be an anomaly within the local townscape of much larger buildings. The proposed building would be broadly consistent with the height of its neighbours on Edgware Road, and the massing at high level, particularly in views from the north, is ameliorated by the more shallow floorplates of the upper storeys.

Three objectors stated that they would support a proposal for a new building no higher than the existing building. Notwithstanding the issue of context as noted above, redevelopment of the building without achieving additional floorspace would be unlikely to meet sustainability requirements and would represent an enormous investment in embodied carbon, which would be difficult to justify in terms of the accommodation provided.

Five letters of support have been received, all of which relate in part to design issues. The Harrowby and District Residents association welcomed the sustainability and biodiversity aspects of the proposed development.

The Marble Arch BID consider that the proposed building addresses deficiencies in the design of the existing building, as well as supporting the sustainability credentials and biodiversity improvement of the proposed scheme.

Three other letters of support have been received from land owners / lessees of nearby properties. The consultees consider that the proposed building contributes to the ongoing regeneration of Edgware Road and represents a significant improvement on the current building, which detracts from the local area.

Impact on Heritage Assets

The redevelopment of Garfield House has the potential to have an impact on the setting of the adjacent Portman Estate Conservation Area and the nearby Bayswater Conservation Area.

The increase in height is not discernible from within the Portman Estate Conservation Area except from George Street, where the stepped massing and elevational treatment at the junction of George Street and Forset Street break down the scale of the proposed building.

It is not considered that the increased scale of the building or the elevational treatment of the rear would harm the setting of the Portman Estate Conservation Area in views along George Street.

The site is not intervisible from the Bayswater Conservation Area.

Historic England (Listed Buildings and Conservation Areas) make no comment on the proposed development and do not consider that it is necessary for them to be notified.

Landscaping & Public Realm

Opportunities for improvement to public realm are limited, as the building footprint occupies the majority of site area. Improvements to the paving around the site, including setts to Forset Street represent modest improvements to the quality of the hard landscaping. The proposal is consistent with the aims of City Plan Policy 43 (Public Realm), which requires development to contribute to a well-designed, clutter-free public realm.

The contributions to landscaping are more significant. Each of the terraces to the rear of the building is provided with planting to a greater or lesser degree. While the upper terraces have a relatively modest planters, there are areas of more extensive planting which will make a real contribution to the appearance of the building, to urban greening, and the quality of the landscaping. In particular the large roof of the underground garage creates a very large area for planting.

The terraces at third and fourth floors are also more generously sized, and will provide a welcome greening to the lower parts of the building.

Subject to the provision of further detail regarding the planting and landscaping as set out in the biodiversity section, the proposals would meet the aims of these policies and are welcome in design terms.

Fire Safety

The applicant has submitted Fire Statement which sets out the expected proposed fire strategy for the proposed building and includes an assessment with respect to the use of a mass timber hybrid structure, with exposed cross-laminated timber (CLT) and fire escape strategy. The early consideration of the fire strategy is welcomed and will be considered further at the following RIBA stages of design and during the building control process. For the purpose of planning the proposal has addressed Policy D12 (Fire Safety).

External Lighting

The Design and Access Statement includes a lighting strategy (section 9.2). A good deal of the lighting proposed is internal, but three key elements are external.

The proposed vertical ceramic panels on Edgware Road are each to be lit with a pair of uplighters. The recessed planted balconies between the site and Evelyn House are to be lit, highlighting the planting and soffits. The underside of the Edgware Road canopy is to be lit.

Edgware Road is a busy street with a commercial character, with significant animation from shopfronts at ground floor level. Above ground floor level there is much less illumination.

The illumination of the canopy is therefore uncontentious, as it would appear within a streetscape of similar levels of illumination. Above ground floor level more care is needed. While the lighting of facade elements and the recessed balconies may well be acceptable, it will be important to ensure that the lighting levels are modest, and that illumination ceases at the end of the evening.

A condition is recommended to ensure that further details of façade lighting, ensuring that first floor lighting and above is minimal.

Archaeology

City Plan Policy 39 part O states that applicants for development which involves excavation or ground works in Westminster's Archaeological Priority Areas, or other areas suspected of having archaeological potential, will demonstrate that they have properly evaluated the archaeological potential and significance of the site and assessed and planned for any archaeological implications of proposals.

The applicant has commissioned a desk based archaeological assessment from Museum of London Archaeology. While the assessment found that the likelihood of significant archaeology remaining was low, due mainly to the presence of existing basements, it did identify that there are some parts of the development where new excavation is to take place.

Historic England (Archaeology) therefore recommend a further on-site evaluation of these parts of the site, to be followed by a fuller excavation if necessary, to be secured by a two stage condition.

Public Art

An indicative area on the ground floor George Street façade has been flagged for the potential location of public art. The provision of public art is supported and early consideration of it as an integral part of the development is welcome. A condition is recommended to secure full details of the public art and a planning obligation to secure it in accordance with Policy 43 (Public Realm).

9.5 Residential Amenity

Given the scale of the proposal and the proximity to residential properties, both the physical and operational impact of the proposal must be assessed.

Physical Impact

The physical impact of the proposed development requires a full assessment as to the potential impact on the amenities of residential properties to the rear within Stourcliffe Close and George Street Mansions, to Portsea Hall to the front, Evelyn Court to the south and beyond. Given the commercial use, careful consideration must also be given to the design of the rear of the building to minimise the impact on the amenities of existing residents.

A daylight and sunlight assessment report has been undertaken and contextual section drawings and privacy details provided to aid assessment.

Daylight & Sunlight

The applicant has undertaken a daylight and sunlight assessment in accordance with the Building Research Establishment (BRE) guidelines 'Site Layout Planning for daylight and Sunlight.

With regard to daylight, the report measures Vertical Sky Component (VSC) and No Sky Line (NSL). The VSC is a measure of the amount of sky visible from the centre point of a window on its outside face. If this achieves 27% or more, the BRE guidance advises that the window will have the potential to provide good levels of daylight. The guidance also suggests that reductions from existing values of more than 20% should be avoided as occupiers are likely to notice the change. The daylight distribution is measured by plotting the 'no skyline' contour which represents the amount of sky visible from a particular height in the room. The guidance suggests that if following construction of a development, the no sky line moves so that the area of the existing room, which does receive direct skylight, is reduced to less than 0.8 times its former value then this will be noticeable to the occupants, and more of the room will appear poorly lit. Greater protection is afforded to living rooms and kitchens with bedrooms being less important.

In terms of sunlight, greater protection is afforded to living rooms and less so for kitchens and bedrooms. In general, the sunlighting of the existing dwelling may be adversely affected if the centre of the window

- receives less than 25% of annual probable sunlight hours, or less than 5% of annual probable sunlight hours between winter months (21 September and 21 March) and
- receives less than 0.8 times its former sunlight hours during either period and has a reduction in sunlight received over the whole year greater than 4% of annual probable sunlight hours.

Properties that would experience a loss of daylight and or sunlight beyond the tolerances within the BRE guidelines and that require further consideration are set out in Appendix 1 appended to the end of this report. The affected flats are located within the following buildings:-

- George Street Mansions, 137-149 George Street
- Stourcliffe Close, Stourcliffe Street
- Dudley Court, Upper Berkeley Street
- Evelyn Court, 78-84 Edgware Road
- Portsea Hall, Portsea Place

Representations of objection on these grounds have been received. These comprise of a representation from Portsea Hall Residents Association (representing the residents of the 126 apartments in Portsea Hall) together with seven individual representations, six from Portsea Hall, and one from Stourcliffe Close.

George Street Mansions

Eighteen rooms within George Street Mansions would see a loss of daylight. The various considerations for the assessment of the impact on these windows are:-

- Flank windows on the boundary with Forset Street.
- Breaching VSC method, but meeting NSL method of assessment.
- Dual aspect rooms
- Rooms served by multiple windows
- Some daylight values remain high.

With respect to sunlight, three rooms would see a reduction in sunlight. One living room would see some reduction in winter sunlight, but no significant loss of annual sunlight. Another living room would see a reduction in annual sunlight and the third living room would see a total loss of winter sunlight and a loss of annual sunlight.

Stourcliffe Close, Stourcliffe Street

This building lies to the rear of the site. Thirty seven rooms would see a reduction in daylight. The various considerations for the assessment of the impact on these windows are:-

- Breaching VSC method, but meeting NSL method of assessment.
- Some rooms served by multiple windows
- Some daylight values remain high.
- Some existing low values

In sunlight terms, eleven rooms would see a reduction in sunlight. All of these rooms are living rooms. Three would see a loss of winter sunlight, but not annual. Five would see a loss of annual but not winter sunlight and the remaining three would see a loss of both annual and winter sunlight.

Dudley Court, Upper Berkeley Street

This building lies to the south of the site. Two rooms would see a reduction in daylight using the NSL method, but would meet the guidelines using the VSC method of assessment.

In both cases only 1 window of numerous windows that serve the room would be affected.

The development would have no impact on sunlight to flats within this building

Evelyn Court, 78-84 Edgware Road.

This building lies adjacent to the south of the site.

Two rooms would see a reduction in daylight using both the NSL and VSC methods of assessment.

The development would have no impact on sunlight to flats within this building.

Portsea Hall, Portsea Place

This building contains the most affected number of flats and lies opposite the site on the west side of Edgware Road. Seventy one rooms would see a reduction in daylight. The various considerations for the assessment of the impact on these windows are:-

- Breaching VSC method, but meeting NSL method of assessment.
- Some rooms served by multiple windows
- Some daylight values remain high.
- Some existing low values
- Some percentage losses just exceed 20%
- Significant number of affected rooms are bedrooms

The development would have no impact on sunlight to flats within this building.

Summary of impact on daylight and sunlight

Overall, considering the above factors, whilst the reductions in daylight are likely to be noticeable to the occupiers, it is not considered that the impact would result in an unacceptable material loss of residential amenity given the overall size of the properties affected (i.e. there are many other rooms in the properties unaffected by the development) and the central London context. Whilst representations of objection have been received on these grounds, the impact on the daylight and sunlight to surrounding flats, whilst regrettable, is not considered to be so significant given the site specific circumstances and the central London context, so as to warrant withholding permission on this ground under Policy 7(Managing development for Westminster's people).

Sense of Enclosure

George Street Mansions

Whilst the proposed development would result in an increase in sense of enclosure to the occupiers within George Street Mansions which have flank windows facing the development. Given the nature of the windows, being flank windows on the boundary, and the proximity and scale of the existing building, it is not considered that the impact would be so material so as to warrant withholding permission on this ground.

Stourcliffe Close

Whilst the proposed development would result in a new building of greater scale and bulk, given the distance between the development and the flats within this building, it is not considered that it would result in any material increase in sense of enclosure.

Portsea Hall, Portsea Place

It is acknowledged that the building would be greater in bulk than the existing building when viewed from flats within Portsea Hall, Portsea Place. However, it is considered that there would remain sufficient separation distance such that it would not result in a significant increase to the occupiers' sense of enclosure.

Evelynn Court and Dudley Court

Given the location and relationship between these surrounding properties and the proposed development, it is not considered to result in any significant increase in sense of enclosure.

For the reasons set out, the proposal is considered to be acceptable in terms of impact on sense of enclosure of surrounding properties in accordance with Policy 7(A) (Managing development for Westminster's people) as such the objections raised by Portsea Hall and Stourcliffe Close are not supported.

Privacy

Due to the location of Portsea Hall, Evelyn Court and Dudley House and their distance to and relationship with the proposed development, the proposal is not considered to raise matters of privacy. The objections raised by Portsea Hall are therefore not supported.

With respect to the rear of the proposed development, consideration has been given to privacy implications from the rear fenestration and the external terraces to the occupiers of George Street Mansions and Stourcliffe Close:

- The rear façade has been designed for the messing to step back moving upwards at the east elevation, with the provision of planting to terraces.
- A mixture of accessible and non-accessible terraces, depending on location and proximity to residents
- Obscured glazing in the form of internal horizontal louvres incorporated into bays to obscure views out but let light in (to parts of first, second and third floor levels) where closest to George Street Mansions and Stourcliffe Close.
- Fins to windows

The applicant's strategy is for the windows closest to surrounding residential windows to be obscured using horizontal louvres and the rear of the building to include vertical fins to the side of the glazing to block oblique views. It is also proposed to restrict the use of some of the terraces for maintenance only. Further details of the privacy louvres are to be required by condition.

These measures are welcomed to protect the privacy of residents and subject to final details being sought by condition meet the requirements of Policy 7(A) (Managing development for Westminster's people)

Greening of the Building

The proposed greening of the building (including provision of a green roof to Stourcliffe Garage and planting to the stepped terraces of the rear elevation of the building) not only has environmental and biodiversity benefits, but would also provide a visual amenity for residents in Stourcliffe Close and George Street Mansions.

Operational impact

The operational impact of the proposed development is considered to be acceptable subject to conditions to protect the amenities of surrounding residents. The proposal includes a dedicated purpose built internal loading bay to replace external on-street servicing together with a Servicing Management Plan. Furthermore, Operational Management Plans are proposed to be secured for the building, internal uses and the extent and use of the external terraces, in order to minimise the operational impact of the proposed development.

Noise & Vibration

In support of the proposal for mechanical plant the applicant has submitted a Plant Noise Assessment. The City Council's Environmental Health officer has confirmed that the plant is able to be operated in accordance with our standard noise conditions and will not result in noise disturbance. Due to the size of the development, and the fact the Air Quality Assessment makes reference to emergency plant, a specific condition is recommended with respect to the emergency plant and generator (only be used for the purpose of public safety and life critical systems, restriction on noise levels, essential testing during specific hours). As such the proposal meets policy 33 (Local environmental impacts).

Construction

Due to the scale of the proposed development the developer has agreed to be bound by the City Council's Code of Construction Practice and requirements contained therein for demolition, earthworks and piling and construction. The concerns raised by residents with respect to construction impact are noted and the COCP seeks to minimise potential impact.

Transportation, Accessibility & Servicing

The proposed development would be served by a two bay off street loading bay, long and short stay cycle parking, with no provision of car or motorcycle parking. The City Council's Highways Planning Manager is generally supportive of the proposal, apart from the shortfall in short stay cycle parking. This is on the basis that the proposed uses are restricted to those applied for and does not permit a blanket Class E use. This is because many other Class E uses can have a much more significant impact in transportation terms and further information would be required on those other uses to assess whether they would be appropriate in this location. For this and other reasons, officers recommend a condition to restrict the Class E/F uses within the development and also to prevent any delivery services taking place without our agreement.

Highway Impact

It is accepted that the majority of trips associated with the site (excluding servicing activity) will be via public transport or other sustainable modes (e.g. walking, cycling) and that the increase in trip numbers is sustainable in this location which has a very good public transport accessibility (level 6b) and the provision of off dedicated street servicing would be beneficial to highways uses.

The proposed vehicle access, given the existing vehicle area in Forset Street and that it supports off-street servicing, is considered acceptable. The detailed design of the vehicle crossover and Forset Street will need to be secured as part of the post planning detail highway design process.

Other highway works to facilitate the proposed development are also required including the removal of smoke vents on the Edgware Road and George Street and new footway on Forset Street. This should create a consistent highway (footway) surface which is welcomed. All highway works immediately surrounding the site required for the development are proposed to be secured by way of a planning obligation.

The proposal involves both the stopping up and dedication of highway. The proposed area of Forset Street to be stopped up does not result in a significant loss of highway or have an adverse impact on vehicle or pedestrian movement and is supported by the Highways Planning Manager.

The proposed amendments to the building line (to be set back) on Edgware Road and George Street will create a consistent building line and pedestrian footway, which is welcomed and these areas will need to be dedicated as highway. These matters will require separate approval of the Highway Authority, as set out in the officer's recommendation.

Accessibility

The access points to the proposed development are summarised below:-

Pedestrian entrance doors to the Hub on Edgware Road & via Stourcliffe Street
Pedestrian: The office/s- formal reception entrance for on George Street/Forset Street with lift and staircase access throughout all floors of the building.

- Long stay cycle store access (via lift to basement) for staff of Offices and Hub via Stourcliffe Street East for use by wheelchair users and those with adapted cycles.
- Long stay cycle store access (via ramp to basement) for staff of Offices and Hub via Stourcliffe Street South
- Short stay cycle parking for visitors via two points on Stourcliffe Street

The proposal is considered to have been designed to integrate accessibility for all and promotes sustainable transport in accordance with Policy 25 (Walking and cycling)

Servicing and Waste & Recycling Storage

Deliveries to the existing building take place externally at the rear of the building and some (Tesco) are undertaken using the red route loading bay on Edgware Road, Waste is also collected via Forset Street. The proposal would significantly improve on this situation, by providing a purpose built internal two vehicle loading bay integral to the building with a rapid electric vehicle charge point to support electric freight delivery. Vehicle tracking is provided which is considered functional. It is accepted that the servicing arrangement will not adversely impact the adjoining vehicle access in Forset Street significantly. Whilst the applicant has indicated that some servicing may still occur from the existing on-street loading bay in Edgware Road, this is not agreed, as Policy 29 requires off street servicing. As such, conditions are recommended to ensure that all servicing (with the exception of waste) takes place from the internal loading bays.

It is anticipated that the proposed development (office and hub) could generate around 46 deliveries per day. This is based on a worse-case scenario (based on the hub being 100% retail space).

The servicing of these vehicles is proposed to take place within the two vehicle on-site loading bay and would be subject to a time-booking system to ensure management of vehicle arrival times and to prevent any queuing vehicles on-street.

The applicant has suggested that daily servicing will take place between 07:00 – 19:00 Monday to Sunday. However, due to the proximity to George Street Mansions, officers consider that reduced servicing hours should be imposed for Saturdays and Sundays for reasons of residential amenity. As such it is recommended that hours of servicing are restricted to 07.00-19.00 Monday to Friday, 09.00-16.00 on Saturday and 10.00-13.00 on Sundays and that the loading bay door remains in a closed position, except when servicing vehicles are arriving or departing from the loading bay/s. An updated Servicing Management Plan (SMP) is also recommended to be required by condition to act as a practical document for day to day use and secure restrictions and details including those set out above .

Waste collection is undertaken from the rear by vehicles reversing from George Street into Forset Street and this will continue to occur as part of the proposed development, due to the size of these vehicles, but with bins held within the loading bay before collection. The provision of storage for waste and recyclable materials accords with our policy requirements and has satisfied the Waste Project Manager, subject to a condition to require its provision in perpetuity.

Subject to the conditions set out, the proposal is considered to meet with the aims of Policy 29. (Freight and servicing) and Policy 37 (Waste management) and addresses the concerns raised by residents for the deliveries to take place from the rear and for the vehicular access to George Street Mansions to be kept clear which are to be secured through the SMP.

Cycling & Cycle Storage

No formal long-stay or short stay cycle parking is existing within the site. There is therefore opportunity to address this within the proposed development.

The provision of long stay cycle storage (for staff) is set out below:-

- Basement – 156 long stay spaces including 8 accessible spaces for office
- Basement – 13 Long stay spaces for the Hub including 1 accessible space

This long stay cycle storage for 169 cycles for staff of the development is secure and weatherproof and accessible and provided via lift/or ramp options in the form of Sheffield Standards and two-tier spaces as well as accessible cycle spaces. Accessible shower and changing rooms and lockers for the office and the hub are also proposed within the basement. The quantum (169 exceeds the requirement for 163), location and facilities are acceptable and support active travel for staff in accordance with policy and London Plan standards.

The provision of short stay cycle storage (for visitors) is set out below:-

- Street level- Stourcliffe Street East and south – 30 short stay spaces

The short stay cycle storage for 33 cycles is proposed to be provided by Sheffield stands within the development site, at street level in two locations off Stourcliffe Street.

This provision does not meet the London plan requirement for parking for 92 cycles to serve the visitors of the development. Whilst this is disappointing, there are design constraints which provide some explanation for the shortfall. Firstly, the design approach to retain the basement structure and not to excavate a further basement. Secondly, safety and security concerns raised with respect to general public access to the basement.

The applicant has indicated that there may be potential to increase the quantum of existing cycle parking on the highway in Edgware Road, from 6 to 22. If this was found to be possible, the proposal would be able to provide 47 new spaces, and utilise the 6 existing spaces. However, a shortfall would still remain as the policy/London Plan requirement is for 99 spaces. Given the circumstances set out, it is considered that a pragmatic approach is required. Officers therefore recommend that the applicant undertake a cycle parking survey assessing potential on-street locations for the provision of 69 short stay cycle parking spaces in the vicinity of the site including on Edgware Road and their subsequent provision if agreed by Westminster in liaison with Transport for London. Following the findings of the survey, where the full provision cannot be achieved, it is proposed that the shortfall be mitigated by a financial contribution towards TfL cycle hire scheme. This obligation is considered to address the concerns of the City Council's Highways Planning Manager and Transport for London in accordance with Policy 25(Walking and cycling)

Parking

No car parking is proposed to serve the commercial development, and none is considered to be required for the operational reasons. Furthermore, the proposal would result in the loss of 49 existing commercial car parking spaces from the site (Stourcliffe Close Garage) and 7 spaces at the rear of the site. This is welcomed and will eliminate parking from the site in a location which has a high level of public transport accessibility (Pta1 6b) and promotes more sustainable modes of transport in accordance with Policy 27(Parking). The site is also within a Controlled Parking Zone which means anyone who does drive to the site will be subject to those controls. The impact of the change of use on parking levels will be minimal and consistent with City Plan 2040 Policy 27.

Healthy Streets/ Active Travel Audit

The applicant has provided an assessment in relation to the above. However, TfL do not consider it to be sufficient and have requested an assessment of the area with respect to CCTV, lighting, possible entrapment spaces and suggest that the applicant consider litter collection, benches and public art which can reduce negative impacts on street scenes. They also note their support of any separate proposals to prevent vehicle travel from George Street to Edgware Road and improve Stourcliffe Street. However, the applicant is proposing public art, with an indicative location for the ground floor elevation to George Street and also a lighting strategy to illuminate the building. Whilst TfL's request is noted, it is not considered that the request is justified in this instance or warrant withholding permission on this ground.

Whilst the applicant has many aspirational plans for the Portman Estate, which include improvements to the public realm, they do not form part of this particular planning application and therefore do not form part of any assessment in this report.

9.6 Economy including Employment & Skills

A financial contribution of £230,295.10 is proposed to be secured for Westminster Employment Service (WES) in accordance with the advice from our Economy and Regeneration Team. However, the proposed development does not trigger a requirement for an Employment and Skills Plan. This complies with Policy 18 of our City Plan.

An Economic and Social Regeneration Statement has been submitted by the applicant in support of the proposed development. It sets out the economic, social and wider impacts that the proposed development is expected to achieve. A summary of these is set out below:-

Construction

- 390 jobs over 2.7 year construction period
- £687,000 constructor worker spending over the 2.7 construction period (local retail, food and refreshments and work/leisure activities)

Operational

- 605-730 jobs (uplift of 345-405)
- £82-86m in Economic activity (GVA per worker) per year (uplift of £53-57m)
- £25-26m in Tax revenues (Business rates, VAT, corporate and income tax) (uplift of £16-23m)

Social

- Contribution towards aims of greener (Green places and clean air), smarter (optimising land use), future (flexible spaces) and together (inclusivity) to activate the area, increase footfall and help develop the areas sense of place.
- More attractive to investment and catalytic impacts for wider area.

Wider impacts

- Extra 5,046m² (GIA) of office floorspace will directly support businesses and employment in the local area. Equates to 24% annual (1% total) of City Plan target.
- Increase in quantum and quality of flexible floorspace with good sustainability, health and wellbeing credentials.
- Higher density in highly accessible location.

The West End has been particularly hard hit by the pandemic and there is a need for businesses within the Central Activities Area to be supported at this time to enable their post pandemic recovery. The proposed development will contribute to the recovery of the West End in accordance with policies 1 (*Westminster's Spatial Strategy*), Policy 13 (*Supporting Economic Growth*) and Policy 18 (*Education and skills*).

Digital Infrastructure & Connectivity

Policy 19 (Digital infrastructure, information and communications technology) requires major commercial development to provide a communal chamber on-site for telecommunications equipment (or make an appropriate contribution to the cost of providing one nearby). As such a condition is recommended to require details of the provision. This will ensure digital infrastructure and connectivity are made provision for to support future economic growth.

9.7 Other Considerations

Objectors have stated that the consultation of the planning application has been flawed, with residents not given enough time to respond. Full consultation was undertaken in August 2022 including to 1467 local residents. In addition, a site notice was displayed together with a press advertisement. As such it is considered that sufficient time has been given for parties to make representations.

9.8 Environmental Impact Assessment

The proposed development is not of sufficient scale or impact to require an Environmental Impact Assessment.

9.9 Planning Obligations & Pre-Commencement Conditions

Planning obligations

The draft 'Heads' of agreement are proposed to cover the following issues:-

- i) The residential use to have been relocated as part of a land use swap to 59 Gloucester Place (entirety) and 57 (first to fourth floors) Gloucester Place (As granted under application reference:- 22/05362/FULL) and not to occupy the development until the land use swap has been physically completed in all material respects to a standard ready for residential occupation and evidence has been submitted to the City Council to confirm completion of such works.
- ii) Provision of Community Room for 25 years at Nil cost to the local community.
- iii) All highway works immediately surrounding the site required for the development to occur prior to occupation of the development, including in Forset Street, creation of footway in Forset Street, provision of additional short stay cycle parking in the vicinity of the site (minimum of 22 spaces), changes or improvements to the footway and associated work (legal, administrative and physical). Changes to on-street restrictions (to be agreed as part of detailed design) including the relocation of any on-street parking bays, with no loss in number. All of the aforementioned to the Council's specification, at full cost (administrative, legal and physical) of the developer.(subject to detail design and the approval of the Highway Authority).
- iv) Cycle parking survey assessing potential on-street locations for the provision of 69 short stay cycle parking spaces in the vicinity of the site including on Edgware Road and their subsequent provision where agreed by Westminster in liaison with TfL. All of the aforementioned to the Council's specification, at full cost (administrative, legal and physical) of the developer.(subject to detail design and the approval of the Highway Authority). Where the full provision cannot be achieved the shortfall to be mitigated by a financial contribution towards TfL cycle hire scheme (index linked and payable on commencement of development).
- v) The area indicatively shown on drawing number (4571-004-C) must be stopped up prior to commencement of development, at no cost to the Council, subject to minor alterations agreed by the Director of City Highways.

vi) The area on drawing number (4571-004-C), where the building line has been set back from the existing line, must be dedicated prior to occupation of development, at no cost to the Council, subject to minor alterations agreed by the Council

vii) A Financial contribution of £194,066.00 towards the Council's Carbon offset fund (Index linked and payable on commencement of development)

viii) A Financial contribution of £230,295.10 [or such figure as is confirmed by the Council's Economy Team] to support the Westminster Employment Service, (Index linked and payable on commencement of development).

viii) Provision of Public Art

x) Be seen energy monitoring

xi) Monitoring costs

Community Infrastructure Levy (CIL)

The estimated CIL payment is:

- Mayoral Cil:- £956,054.84
- Westminster City Council Cil:- £956, 968.56

Pre-commencement Conditions

The Town and Country Planning (Pre-commencement Conditions) Regulations 2018 requires the City Council to obtain the applicant's written agreement before imposing pre-commencement conditions (i.e. conditions which must be discharged before works can start on site) on a planning permission. Pre-commencement conditions can only be imposed without the written agreement of the applicant where the applicant fails to provide a substantive response within a 10 day period following notification by the Council of the proposed condition, the reason and justification for the condition.

During the course of this application a notice was served relating to the proposed imposition of pre-commencement conditions to secure the applicant's adherence to the following:

Condition 3-City Council's Code of Construction Practice

Condition 4- Archaeology

Condition 5- Thames Water

Condition 7 -Construction Logistic Plan for TFL

Condition 33- Land contamination

Condition 37- Street Trees

Condition 38- Whole Life Carbon

Condition 39 – Greening and irrigation

The applicant has agreed to the imposition of these conditions.

10. Conclusion

The redevelopment of the site would provide a new building of high quality, sustainable and inclusive urban design and architecture, incorporating much welcomed urban greening and biodiversity into the site and making a positive impact on Edgware Road and the setting of nearby conservation areas. The significant uplift in commercial floorspace, including a new mixed-use hub within the CAZ Retail Cluster Edgware Road South, balance the competing function of the location by providing a multi-functional ground floor space with offices above, within an existing urbanised area.

It is acknowledged that the proposed development would result in loss of amenity to surrounding residents by virtue of loss of daylight and sunlight, however the report explains in detail that the site specific circumstances and values are not so material as to make the proposed development unacceptable in these terms. Notwithstanding this, there are a significant number of benefits associated with the proposed development including economic, social and wider public benefits as set out within this report

Overall, the proposed development is considered to meet with the aims and aspirations of our City Plan and a favourable recommendation is made, subject to conditions and the completion of a S106 legal agreement to secure the planning obligations set out in the draft recommendation.

(Please note: All the application drawings and other relevant documents and Background Papers are available to view on the Council's website)

IF YOU HAVE ANY QUERIES ABOUT THIS REPORT PLEASE CONTACT THE PRESENTING OFFICER: SARAH WHITNALL BY EMAIL AT swhitnall@westminster.gov.uk

11. KEY DRAWINGS

5.0 THE PROPOSED DEVELOPMENT (CONTD.)



Fig. 5.6: Illustration of building when seen from George Street showing the stepped form and planted terraces.



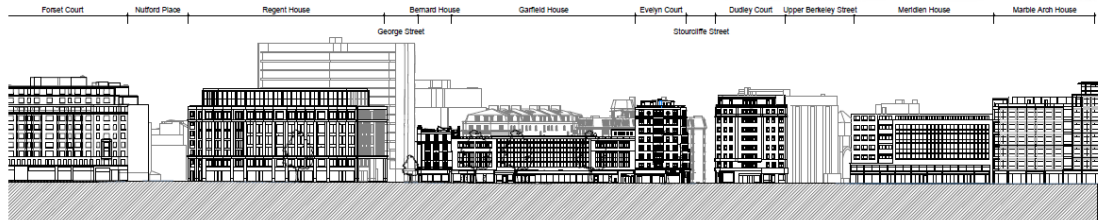
Fig. 5.7: Edgware Road (west) elevation.



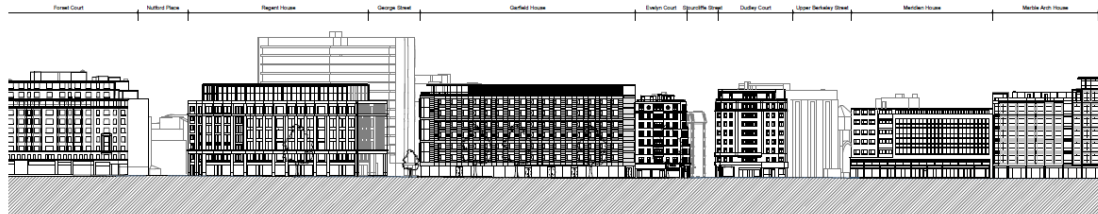
Fig. 5.8: George Street (north) elevation.



Fig. 5.9: Forset Street (east) elevation.

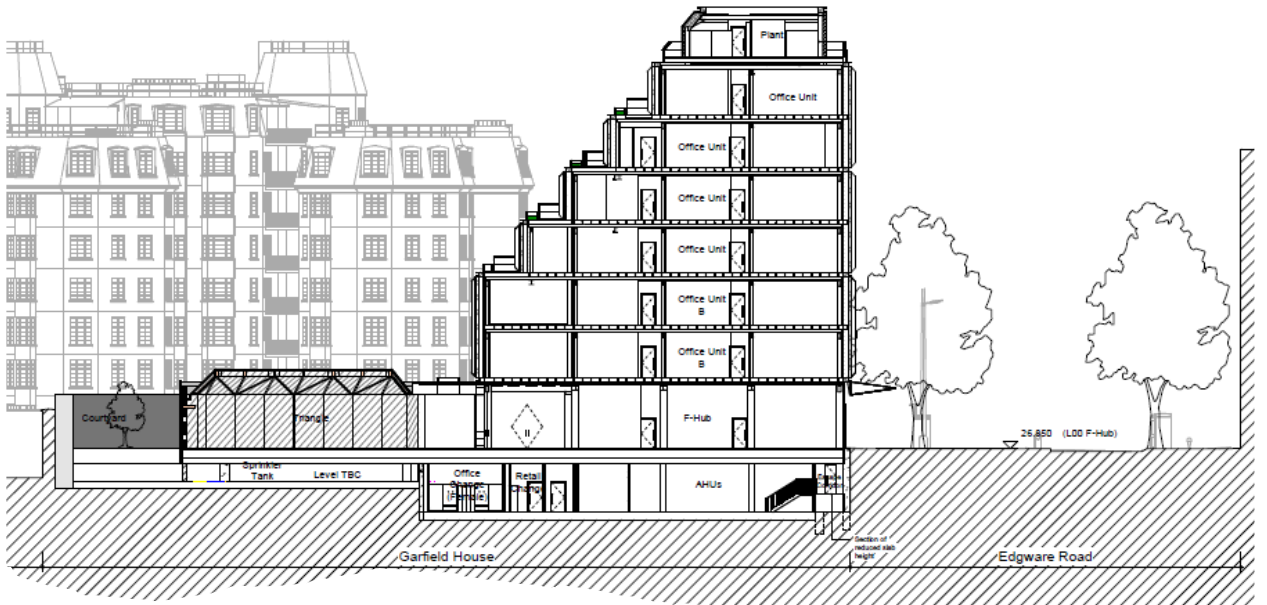


Existing Edgware Road Elevation



Proposed Edgware Road Elevation

Top: Proposed Development
Bottom: Existing and proposed street view



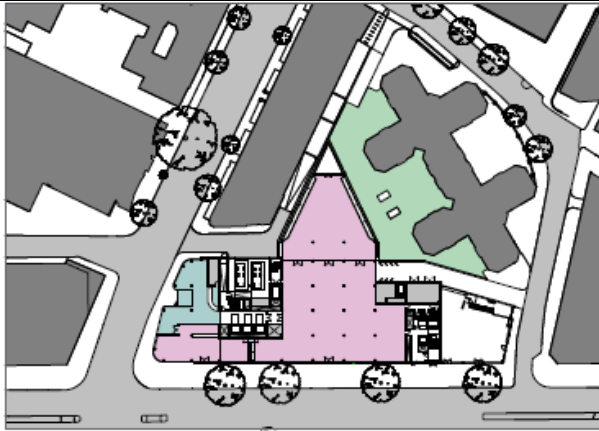
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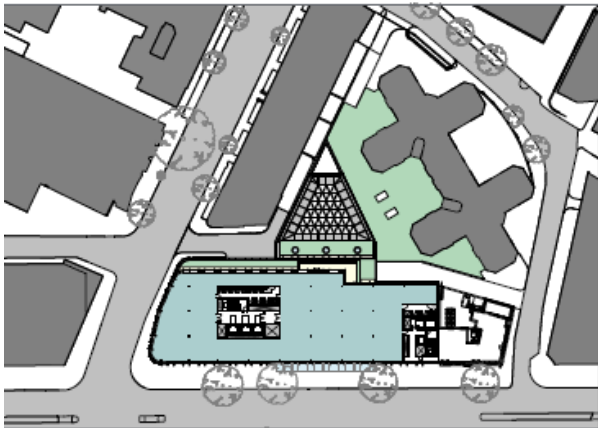
Top: proposed section
Bottom: Proposed rear elevation



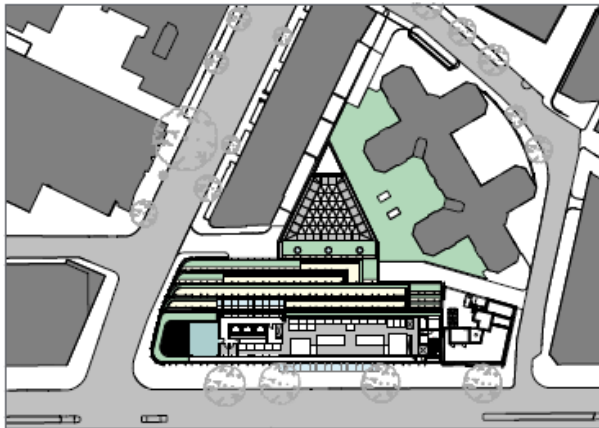
Basement



Ground Floor



4th Floor Level



7th Floor Level

Key Proposed floor plans

Appendix 1**Table 1- George Street Mansions, 137-149 George Street- Daylight & Sunlight**

Property	Room	Number of affected windows	Existing VSC	Proposed VSC	% Loss	Existing NSL	Proposed NSL	%Loss	Comment
Flat 1	Living room	2	18.2 17.5	11.3 11.5	38% 35%	311.4	297.8	Less than 20%	4 windows to room, Meets NSL.
	Bedroom	1	18.9	11.4	40%	80	59.3	26%	Fails VSC & NSL
Flat 8	Living room	3	27.0 26.6 25.3	21.0 15.1 15.0	22% 43% 41%	270.6	236.9	Less than 20%	3 windows to room Meets NSL
	Bedroom	1	27	21.4	21%	125.9	101.8	Less than 20%	Meets NSL
Flat 7	Living room	2	24.3 23.2 17.0 17.3	15.0 15.3 17.0 17.3	38% 34% 0% 0%	308.1	289.9	Less than 20%	4 windows to room Meets NSL
Flat 16	Living room	3	31.4 32.4 31.3	24.7 18.5 18.4	21% 43% 41%	281.3	269.4	Less than 20%	3 windows to room. Meets NSL
Flat 15	Living room	2	30.2 29.0	18.6 18.9	39% 35%	310.0	299.7	Less than 20%	4 windows to room. Meets NSL
Flat 34	Living room	1	20.3	13.9	32%	173.0	154.8	Less than 20%	2 windows to room Meets NSL
Flat 4	Living room	1	17.7	14.1	21%	179.0	156.8	Less than 20%	3 windows to room Meets NSL
	Kitchen	3	16.2 5.8 3.6	12.4 4.5 2.4	24% 22% 33%	68.6	68.5	No loss	3 windows to room Meets NSL
Ground	Kitchen	2	0.4 9.7	0.2 7.0	42% 28%	34.8	23.0	34%	3 windows to room Existing low values
	Bedroom	1	11.4	8.1	29%	82.9	45.1	46%	3 windows to room
	Living room	2	22.6 19.8	15.9 15.1	30% 24%	138.2	122.8	Less than	Meets NSL

								20%	
	Resi	1	18.7	14.2	24%	229.4	160.7	30%	
Flat 24	LKD	2	34.5 33.8	21.7 21.2	37% 37%	283.1	275.4	Less than 20%	3 windows to room. Meets NSL
Flat 23	Living room	2	33.3 32.8	21.4 21.7	36% 34%	310.0	302.7	Less than 20%	4 windows to room. Meets NSL
Flat 32	LKD	2	36.3 36.3	25.7 25.7	29% 29%	284.0	282.8	No loss	3 windows to room Meets NSL
Flat 31	Living room	2	36.2 36.1	25.9 26.1	29% 28%	310.0	306.9	Less than 20%	4 windows to room Meets NSL

Property	Room	Existing Annual and Winter Sunlight hours	Proposed Annual & winter sunlight hours	Loss	Comment winter sunlight	Comment annual sunlight
Flat 1	Living room (4 windows)	9/47	2/26	45%	Some loss	Exceeds BRE guide of 25 hours
Flat 4	Livingroom (3 windows)	0/13	0/4	69%	No change	Loss
Flat 1	Living room (2 windows)	4/36	0/20	44%	Total loss	Loss

Table 2 – Stourcliffe Close, Stourcliffe Street- Daylight & Sunlight

Property	Room	Number of affected windows	Existing VSC	Proposed VSC	% Loss	Existing NSL	Proposed NSL	% Loss	Comment
Flat 33	Living room	1	8.2	6.4	26%	120.2	112.3	Less than 20%	2 windows to room Meets NSL
	Bedroom	1	11.2	7.3	35%	114.9	80.4	30%	3 windows to room
	Bedroom	1	8.2	4.9	40%	58.8	26.6	55%	
Flat 34 Ground	Living room	2	11.8 19.0	6.2 12.5	48% 34%	156.7	108.9	31%	3 windows to room Ground floor

Flat 37 1 st floor	Living room	1	10.5	8.1	23%	258.3	250.5	Less than 20%	4 windows to room Meets NSL
	Bedroom	1	13.5	9.0	33%	136.2	117.5	Less than 20%	3 windows to room Meets NSL
	Bedroom	1	10.0	6.02	39%	77.6	44.1	43%	Existing low values
Flat 38 1 st floor	Living room	1	24.2	16.8	30%	175.1	173.5	Less than 20%	2 windows to room Meets NSL
Flat 8 1 st floor	Kitchen	3	17.8 6.1 3.7	13.7 4.8 2.5	23% 21% 33%	73.1	72.9	No loss	Meets NSL
Flat 5 1 st floor	Kitchen	2	0.5 11.4	0.3 8.5	35% 26%	40.6	35.3	Less than 20%	3 windows to room Meets NSL
	Bedroom	1	13.3	9.8	27%	94.3	65.7	30%	2 windows to room
	Living room	2	25.4 22.5	18.1 17.5	29% 22%	138.7	135.8	Less than 20%	Meets NSL
	Resi	1	21.3	16.5	22%	269.6	229.6	Less than 20%	5 windows to room Meets NSL
Flat 38 1 st floor	Living room	2	15.1 22.8	8.1 15.1	46% 34%	183.7	144.0	22%	3 windows to room
Flat 41 2 nd floor	Living room	1	13.5	10.6	21%	152.3	148.6	Less than 20%	2 windows to room Meets NSL
	Bedroom	1	16.3	11.2	31%	123.0	111.7	Less than 20%	Meets NSL
	Bedroom	1	12.2	7.5	38%	83.2	55.2	34%	
Flat 42 2 nd floor	Living room	1	27.8	19.3	30%	177.0	174.2	Less than 20%	2 windows to room Meets NSL
Flat 12 2 nd floor	Kitchen	1	4.0	2.8	30%	77.8	77.8	No loss	3 windows to room

									Meets NSL
Flat 9 2 nd floor	Kitchen	1	13.2	10.3	22%	48.1	47.7	Less than 20%	3 windows to room Meets NSL
	Bedroom	1	15.5	11.9	23%	99.2	77.4	22%	3 windows to room
	Living room	1	28.1	20.6	27%	138.7	138.7	No loss	2 windows to room Meets NSL
Flat 42 2 nd floor	Living room	2	19.3 26.7	10.6 18.0	45% 32%	184.6	164.8	Less than 20%	3 windows to room Meets NSL
Flat 45 3 rd floor	Living room	1	16.9	13.4	21%	154.5	150.7	Less than 20%	2 windows to room Meets NSL
	Bedroom	1	19.8	13.9	30%	123.0	110.8	Less than 20%	3 windows to room Meets NSL
	Bedroom	1	14.6	9.1	38%	83.1	51.5	38%	
Flat 46 3 rd floor	Living room	4	17.5 24.4 30.7 31.4	13.9 13.8 20.5 21.4	21% 43% 34% 32%	367.2	363.9	Less than 20%	5 windows to room Meets NSL
Flat 17 3 rd floor	Kitchen	1	4.3	3.1	26%	73.2	73.2	No loss	3 windows to room Meets NSL
Flat 14 3 rd floor	LD	1	30.2	23.2	23%	301.7	284.6	Less than 20%	5 windows to room Meets NSL
Flat 49 4 th floor	Living room	1	23.8	17.3	27%	266.1	265.4	No loss	5 windows to room Meets NSL
Flat 50 4 th floor	Living room	1	33.2	23.6	29%	177.5	175.0	Less than 20%	2 windows to room Meets NSL
Flat 21 4 th floor	Kitchen	1	4.4	3.4	22%	79.2	79.2	No loss	2 windows to room Meets

									NSL
Flat 50 4 th floor	Living room	3	22.3 28.7 33.0	17.5 16.7 22.6	21% 42% 31%	184.6	169.0	Less than 20%	3 windows to room Meets NSL
Flat 53 5 th floor	1	Bedroom	28.1	21.8	22%	123.6	121.2	Less than 20%	3 windows to room. Meets NSL
	1	Bedroom	18.4	13.1	29%	89.6	82.9	Less than 20%	Meets NSL
Flat 54 5 th floor	Bedroom	1	31.8	23.3	27%	177.6	175.4	Less than 20%	2 windows to room Meets NSL
	Living room	2	29.5 31.9	17.5 22.5	41% 30%	184.6	179.8	Less than 20 %	3 windows to room. Meets NSL

Property	Room	Existing Annual and Winter Sunlight hours	Proposed Annual & winter sunlight hours	Loss	Comment winter sunlight	Comment annual sunlight
Flat 33	Living room (3 windows)	0/10	0/3	70%	No change	Some loss
	Living room (2 windows)	0/13	0/6	54%	No change	Some loss
Flat 5	Living room (2 windows)	5/40	1/30	25%	Some loss	Some loss
Flat 38	Living room (3 windows)	1/23	1/16	30%	No change	Some loss
Flat 35	Living room (3 windows)	0/10	0/3	70%	No change	Some loss
Flat 8	Living room (3 windows)	0/13	0/16	54%	No change	Some loss
Flat 12	Living room (3 windows)	1/17	0/9	47%	Total loss	Some loss
Flat 79	Living	6/46	1/35	24%	Some	Exceeds

	room (2 windows)				loss	BRE guide of 25 hours
Flat 42	Living room (3 windows)	4/37	4/20	46%	No change	Some loss
Flat 46	Living room (5 windows)	6/49	4/28	43%	Some loss	Exceeds BRE guide of 25 hours
Flat 17	Living room (3 windows)	1/22	0/17	23%	Total loss	Some loss
Flat 23	Living room (3 windows)	1/28	0/24			

Table 3 Dudley Court, Upper Berkely Street- Daylight only (No loss of sunlight)

Property	Room	Number of affected windows	Existing VSC	Proposed VSC	%Loss	Existing NSL	Proposed NSL	% Loss	Comment
Flat 11	Resi	1	14.8	13.9	Less than 20%	191.3	130.7	32%	2 windows to room. Meets VSC
Flat 28	Resi	1	18.6 17.6 18.8 19.5	18.0 16.9 18.3 19.4	Less than 20%	206.4	153.3	26%	4 windows to room. Meets VSC

Table 4 Evelyn Court, 78-84 Edgware Road- Daylight only (No loss of sunlight)

Property	Room	Number of affected windows	Existing VSC	Proposed VSC	%Loss	Existing NSL	Proposed NSL	% Loss	Comment
Resi	Resi	1	12.1	8.5	30%	96.2	64.2	33%	
Resi	Resi	1	14.4	10.77	265	100.2	71.5	29%	

Table 5 Portsea Hall, Portsea Place- Daylight and Sunlight

Property	Room	Number of Affected windows	Existing VSC	Proposed VSC	% Loss	Existing NSL	Proposed NSL	% Loss	Comment
Flat 91	Bedroom	1	23.5	17.5	26%	143.4	85.1	41%	Retained high value
Flat 90	Bedroom	2	26.2 27.0	18.5 19.4	29% 28%	159.3	158.4	Less than 20%	3 windows to room. Retained high value Meets NSL
Flat 100	Bedroom	1	26.9	20.7	23%	153.1	95.4	38%	Retained high values
Flat 99	Bedroom	2	29.0 29.2	20.9 21.4	28% 27%	159.5	158.7	Less than 20%	3 windows to room. Retained high values Meets NSL
Flat 107	Bedroom	2	31.2 31.2	23.2 23.5	26% 25%	159.8	159.0	Less than 20%	3 windows to room. Retained high values Meets NSL
Resi	Bedroom	1	32.8	25.7	22%	159.8	169.6	No loss	Meets NSL
Flat 53	Bedroom	1	19.3	11.2	42%	122.9	40.1	67%	
Flat 52	Bedroom	1	19.4	11.2	42%	118.6	39.0	67%	
	Livingroom	2	24.8 21.3	19.6 15.8	30% 25%	176.3	162.6	Less than 20%	3 windows to room Meets NSL
Flat 58	Livingroom	2	23.1 30.0	17.8 21.8	23% 27%	173.1	163.3	Less than 20%	3 windows to room Retained high values

									Meets NSL
	Bedroom	1	30.4	22.0	28%	122.9	62.4	49%	Retained high value
Flat 57	Bedroom	1	30.4	22.0	28%	118.6	60.8	49%	Retained high value
	Living room	2	30.2 23.2	21.8 17.7	28% 23%	176.8	166.8	Less than 20%	3 windows to room Retained high values Meets NSL
Flat 62	Living room	1	31.8	24.0	24%	173.1	166.3	Less than 20%	3 windows to room Retained high value. Meets NSL
	Bedroom	1	32.1	24.2	25%	123.2	70.1	43%	
Flat 63	Bedroom	1	32.1	24.2	25%	118.9	67.8	43%	
	Livingroom	1	31.9	24.0	25%	176.8	169.5	Less than 20%	3 windows to room Retained high value. meets NSL
Flat 67	Bedroom	1	33.4	26.5	21%	118.9	84.5	29%	Retains high value
	Living room	1	33.2	26.3	21%	176.8	171.9	Less than 20%	3 windows to room Retained high value Meets NSL
Flat 8	Bedroom	1	10.1	8.0	21%	57.9	57.3	Less than 20%	Meets NSL
	Bedroom	2	27.5	19.5	29%	168.8	166.9	Less	Retained

			27.4	18.3	33%			than 20%	high values Meets NSL
	Resi	1	18.9	10.3	46%	57.1	21.9	62%	
Flat 7	Resi	1	18.8	10.4	45%	56.8	20.7	64%	
	Living room	1	26.8	18.9	29%	168.2	167.5	No loss	Meets NSL
Flat 18	Bedroom	2	29.8 30.0	21.4 20.6	28% 31%	169.0	167.5	Less than 20%	3 windows to room. Retains high values Meets NSL
	Bedroom	1	29.8	20.8	30%	57.1	33.5	41%	Retained high value
Flat 17	Bedroom	1	29.7	20.9	30%	56.8	32.8	42%	Retained high values
	Living room	1	29.3	21.1	28%	168.2	167.5	No loss	3 windows to room Retained high values. Meets NSL
Flat 27	Bedroom	2	31.7 31.8	23.5 22.8	26% 28%	169.2	167.8	Less than 20%	3 windows to room Retained high values Meets NSL
	Bedroom	1	31.5	22.9	27%	57.1	38.5	33%	
Flat 26	Bedroom	1	31.4	23.0	27%	56.8	38.2	33%	
	Living room	1	31.1	23.2	25%	168.2	167.5	No loss	3 windows to room Retained high values Meets NSL

Flat 34	Bedroom	2	33.1 33.0	25.9 25.1	22% 24%	169.2	168.1	Less than 20%	3 windows to room. Retained high value Meets NSL
	Bedroom	1	32.88	25.2	23%	57.1	46.2	Less than 20%	Retained high value Meets NSL
Flat 33	Bedroom	1	32.7	25.3	23%	56.8	46.3	Less than 20%	Retained high value Meets NSL
	Living room	1	32.4	25.4	21%	168.2	167.8	No loss	3 windows to room Retained high values Meet NSL
Flat 88	Bedroom	1	12.4	9.0	27%	110.4	77.7	30%	
	Bedroom	1	14.4	10.0	31%	166.1	79.2	52%	
Flat 49	Bedroom	1	13.9	9.8	29%	156.4	86.0	45%	
	Bedroom	1	11.5	8.6	25%	67.4	50.3	25%	
Flat 51	Bedroom	1	0.4	0.3	21%	28.0	25.4	Less than 20%	2 windows to room. Meets NSL
	Bedroom	1	10.3	7.9	23%	48.4	35.6	26%	
	Bedroom	1	13.1	9.5	28%	178.9	88.3	51%	
Flat 10	Bedroom	1	14.8	10.2	31%	166.6	82.3	51%	
	Bedroom	1	13.6	9.5	30%	84.1	56.7	33%	
Flat 5	Resi	1	12.5	10.7	Less than 20%	55.5	37.5	32%	
Flat 10	Bedroom	2	8.7 4.5	6.4 3.1	26% 32%	44.5	33.0	26%	2 windows to room
Flat 5	Resi	1	14.2	13.1	Less than 20%	176.2	93.9	47%	
	Resi	1	20.1	17.7	Less	141.9	88.7	37%	

					than 20%				
Flat 34	Bedroom	2	33.1 33.0	25.9 25.1	22% 24%	169.2	168.1	Less than 20%	3 windows to room Retained high values Meets NSL
	Bedroom	1	32.8	25.2	23%	57.1	46.2	Less than 20%	Retained high values Meets NSL
Flat 33	Bedroom	1	32.7	25.3	23%	56.8	46.3	Less than 20%	Retained high values Meets NSL
	Living room	1	32.4	25.4	81%	168.2	167.8	No loss	3 windows to room Retained high values Meets NSL
Flat 97	Bedroom	1	13.3	10.0	24%	110.7	91.9	Less than 20%	Meets NSL
	Bedroom	1	15.7	11.4	27%	166.5	95.4	43%	
Flat 54	Bedroom	1	15.2	11.2	26%	157.1	99.3	37%	
	Bedroom	1	12.7	9.8	22%	68.2	58.1	Less than 20%	Meets NSL
Flat 56	Bedroom	1	14.3	10.8	24%	180.2	102.1	43%	
Flat 20	Bedroom	1	16.0	11.6	28%	167.1	94.8	43%	
	Bedroom	1	14.6	10.7	27%	84.1	65.6	22%	
	Bedroom	2	9.6 5.4	7.4 4.0	23% 25%	44.8	37.3	Less than 20%	2 windows to room Meets NSL
Flat 105	Bedroom	1	15.0	11.8	21%	79.0	75.7	Less than 20%	Meets NSL. Small reduction over 20%

	Bedroom	1	17.1	13.2	23%	168.5	115.7	31%	
Flat 59	Bedroom	1	16.7	13.1	22%	158.7	120.7	24%	
Flat 61	Bedroom	1	15.6	12.5	20%	182.2	122.9	33%	
Flat 29	Bedroom	1	17.4	13.4	23%	168.7	115.5	32%	
	Bedroom	1	16.3	12.5	23%	81.1	74.9	Less than 20%	Meets NSL
Flat 24	Resi	1	16.7	15.8	Less than 20%	178.1	112.3	37%	
Flat 29	bedroom	2	14.2 9.4	11.1 7.6	22% 20%	102.4	91.7	Less than 20%	2 windows to room Meets NSL
Flat 24	Resi	1	23.3	21.1	Less than 20%	145.4	112.9	22%	
Flat 32	Resi	1	17.9	17.1	Less than 20%	179.1	135.0	25%	

DRAFT DECISION LETTER

- Address:** Development Site At 86-110 Edgware Road And 163-169, George Street, London,
- Proposal:** Part demolition and reconfiguration of lower ground floor, demolition of ground and upper floors, for redevelopment comprising lower ground, ground plus 6 storeys plus rooftop room, rooftop plant and equipment and single storey triangle building, for retail, food and beverage, indoor recreation and community use (Sui Generis) at ground floor level, Office (Class E) use at ground and upper floors, community (Class F2) /Office (Class E) use at lower ground floor and associated ancillary space.-[Linked to development at 57-59 Gloucester Place RN 22/05362/FULL and 22/05363/LBC]
- Reference:** 22/05768/FULL
- Plan Nos:** SITE LOCATION AND EXISTING PLANS:
GAR-HAL-ZZ-LG-DR-A-1999Rev C01
GAR-HAL-ZZ-00-DR-A-2000Rev C01
GAR-HAL-ZZ-01-DR-A-2001Rev C01,
GAR-HAL-ZZ-ZZ-DR-A-2002Rev C01
GAR-HAL-ZZ-ELG-DR-A-2019Rev C01
GAR-HAL-ZZ-E01-DR-A-2020 Rev C01
GAR-HAL-ZZ-E01-DR-A-2021RevC01,
GAR-HAL-ZZ-E02-DR-A-2022Rev C01,
GAR-HAL-ZZ-E03-DR-A-2023Rev C01,
GAR-HAL-ZZ-E04-DR-A-2024Rev C01,
GAR-HAL-ZZ-E05-DR-A-2025Rev C01,
GAR-HAL-ZZ-ERF-DR-A-2026Rev C01,
GAR-HAL-ZZ-ZZ-DR-A-2030Rev C01,
GAR-HAL-ZZ-ZZ-DR-A-2031Rev C01,
GAR-HAL-ZZ-ZZ-DR-A-2032Rev C01,
GAR-HAL-ZZ-ZZ-DR-A-2033 Rev C01,
GAR-HAL-ZZ-ZZ-DR-A-2035 Rev C01,
GAR-HAL-ZZ-ZZ-DR-A-2040 Rev C01,
GAR-HAL-ZZ-ZZ-DR-A-2041 Rev C01,
GAR-HAL-ZZ-ZZ-DR-A-2042 Rev C01
DEMOLITION PLANS,
GAR-HAL-ZZ-ELG-DR-A-2049
Rev C01, GAR-HAL-ZZ-E00-DR-A-2050
Rev C01, GAR-HAL-ZZ-E01-DR-A-2051
Rev C01, GAR-HAL-ZZ-E02-DR-A-2052
Rev C01, GAR-HAL-ZZ-E03-DR-A-2053
Rev C01, GAR-HAL-ZZ-E04-DR-A-2054
Rev C01, GAR-HAL-ZZ-E05-DR-A-2055
Rev C01
PROPOSED PLANS,
GAR-HAL-ZZ-LG-DR-A-2199Rev C01,
GAR-HAL-ZZ-00-DR-A-2200 Rev C01,
GAR-HAL-ZZ-01-DR-A-2201 Rev C01,

GAR-HAL-ZZ-02-DR-A-2202 Rev C01,
GAR-HAL-ZZ-03-DR-A-2203 Rev C01,
GAR-HAL-ZZ-04-DR-A-2204 Rev C01,
GAR-HAL-ZZ-05-DR-A-2205 Rev C01,
GAR-HAL-ZZ-06-DR-A-2206 Rev C01,
GAR-HAL-ZZ-07-DR-A-2207 Rev C01,
GAR-HAL-ZZ-RF-DR-A-2208 Rev C01,
PROPOSED ELEVATIONS/SECTIONS,
GAR-HAL-ZZ-ZZ-DR-A-2400 Rev C01,
GAR-HAL-ZZ-ZZ-DR-A-2401 Rev C01,
GAR-HAL-ZZ-ZZ-DR-A-2402 Rev C01,
GAR-HAL-ZZ-ZZ-DR-A-2403 Rev C01,
GAR-HAL-ZZ-ZZ-DR-A-2405 Rev C01,
GAR-HAL-ZZ-ZZ-DR-A-2450 Rev C01,
GAR-HAL-ZZ-ZZ-DR-A-2451 Rev C01,
GAR-HAL-ZZ-ZZ-DR-A-2452 Rev C01,
GAR-HAL-ZZ-ZZ-DR-A-2600 Rev C01,
GAR-HAL-ZZ-ZZ-DR-A-2601 Rev C01,
GAR-HAL-ZZ-ZZ-DR-A-2602 Rev C01,
GAR-HAL-ZZ-ZZ-DR-A-2603 Rev C01,
GAR-HAL-ZZ-ZZ-DR-A-2700 Rev C01,
GAR-HAL-ZZ-ZZ-DR-A-2701 Rev C01

DOCUMENTS, Planning Statement, prepared by Gerald Eve;; Code of Construction Practice Appendix A Form;; Energy and Sustainability Assessment, prepared by Cundall;; Whole Life Carbon Assessment, prepared by Cundall;; Circular Economy Statement, prepared by Cundall;; Air Quality Assessment, prepared by Cundall;; Economic and Social Regeneration Statement, prepared by Volterra;; Transport Healthy Streets Assessment, prepared by Caneparo;; Biodiversity Assessment, prepared by Greengage;; Arboricultural report, prepared by Landmark Trees;; Flood Risk Assessment including Sustainable Urban Drainage, prepared by Price & Myers;; Daylight and Sunlight Assessment, prepared by Point 2;; Structural Methodology Statement, prepared by Price & Myers;; Statement of Community Involvement, prepared by Kanda;; Archaeology Statement, prepared by MOLA;; London Plan Fire Statement, prepared by OFR;; Gateway One Fire Statement, prepared by OFR;; Crime Prevention Statement, prepared by QCIC;; Land Contamination Assessment, prepared by A2 SI;; Noise Impact Assessment, prepared by Sandy Brown;; Townscape, Heritage and Visual Impact Assessment, prepared by City Designer;; Design and Access Statement, prepared by Hopkins Architects;; Development Approach and Sustainability Summary prepared by Stace, Agent Email on Environmental Queries 25.10.2022, Agent letter (response to objectors) 21.10.2022.

Case Officer: Sarah Whitnall

Direct Tel. No. 020 7641
07866036375

Recommended Condition(s) and Reason(s)

- 1 The development hereby permitted shall be carried out in accordance with the drawings and other documents listed on this decision letter, and any drawings approved subsequently by the City Council as local planning authority pursuant to any conditions on this decision letter.

Reason:

For the avoidance of doubt and in the interests of proper planning.

- 2 Except for piling, excavation and demolition work, you must carry out any building work which can be heard at the boundary of the site only:
 - o between 08.00 and 18.00 Monday to Friday;
 - o between 08.00 and 13.00 on Saturday; and
 - o not at all on Sundays, bank holidays and public holidays.

You must carry out piling, excavation and demolition work only:

- o between 08.00 and 18.00 Monday to Friday; and ,
- o not at all on Saturdays, Sundays, bank holidays and public holidays.

Noisy work must not take place outside these hours unless otherwise agreed through a Control of Pollution Act 1974 section 61 prior consent in special circumstances (for example, to meet police traffic restrictions, in an emergency or in the interests of public safety). (C11AB)

Reason:

To protect the environment of neighbouring occupiers. This is as set out in Policies 7 and 33 of the City Plan 2019 - 2040 (April 2021). (R11AD)

- 3 **Pre Commencement Condition.** Prior to the commencement of any:

- (a) demolition, and/or,
- (b) earthworks/piling and/or,
- (c) construction ,

on site you must apply to us for our written approval of evidence to demonstrate that any implementation of the scheme hereby approved, by the applicant or any other party, will be bound by the council's Code of Construction Practice. Such evidence must take the form of the relevant completed Appendix A checklist from the Code of Construction Practice, signed by the applicant and approved by the Council's Environmental Sciences Team, which constitutes an agreement to comply with the Code of Construction Practice and requirements contained therein. Commencement of the relevant stage of demolition, earthworks/piling or construction cannot take place until the City Council as local planning authority has issued its written approval through submission of details prior to each stage of commencement. (C11CD)

Reason:

To protect the environment of neighbouring occupiers. This is as set out in Policies 7 and 33 of the City Plan 2019 - 2040 (April 2021). (R11AD)

- 4 No demolition or development other than demolition to existing slab level shall take place until:-

(a) You must apply to us for approval of a written scheme of investigation for a programme of archaeological work. This must include details of the suitably qualified person or organisation that will carry out the archaeological work. You must not start any below grade work until we have approved what you have sent us.

(b) You must then carry out the archaeological work and development according to this approved scheme. You must produce a written report of the investigation and findings, showing that you have carried out the archaeological work and development according to the approved scheme. You must send copies of the written report of the investigation and findings to us, to Historic England, and to the Greater London Sites and Monuments Record, 1 Waterhouse Square, 138-142 Holborn, London EC1N 2ST.

(c) You must not use any part of the new building until we have confirmed that you have carried out the archaeological fieldwork and development according to this approved scheme.

Reason:

To avoid damage to any archaeological remains on site as set out Policy 39 of the City Plan 2019 - 2040 (April 2021). (R32AD)

- 5 No development shall be occupied until confirmation has been provided that either:-
1. Foul water Capacity exists off site to serve the development, or
 2. A development and infrastructure phasing plan has been agreed with the Local Authority in consultation with Thames Water. Where a development and infrastructure phasing plan is agreed, no occupation shall take place other than in accordance with the agreed development and infrastructure phasing plan, or
 3. All Foul water network upgrades required to accommodate the additional flows from the development have been completed.

Reason:

Network reinforcement works may be required to accommodate the proposed development. Any reinforcement works identified will be necessary in order to avoid sewage flooding and/or potential pollution incidents. As required by Thames Water.

- 6 No development shall be occupied until confirmation has been provided that either:-
1. Surface water capacity exists off site to serve the development or
 2. A development and infrastructure phasing plan has been agreed with the Local Authority in consultation with Thames Water. Where a development and infrastructure phasing plan is agreed, no occupation shall take place other than in accordance with the agreed development and infrastructure phasing plan. Or ,
 3. All Surface water network upgrades required to accommodate the additional flows from the development have been completed.

Reason:

Network reinforcement works may be required to accommodate the proposed development. Any reinforcement works identified will be necessary in order to avoid flooding and/or potential pollution incidents. As required by Thames Water.

- 7 A. No development shall take place, including any works of demolition, until a

Construction Logistics Plan has been submitted to and approved in writing by the City Council as local planning authority in liaison with Transport for London.

B. No use shall take place until a Delivery and Service Plan has been submitted to and approved in writing, by the City Council as local planning authority in liaison with Transport for London these documents should detail the traffic impact resulting from construction vehicles and ongoing delivery and servicing vehicles on Edgware Road (part of the Transport for London Road Network (TLRN)). You must then carry out the development in accordance with the approved details.

Reason:

In order to appropriately manage any potential adverse effects on the Transport for London Road Network (TLRN) as requested by Transport for London.

- 8 Notwithstanding that shown on the submitted drawings, any proposed changes to the highway are not agreed and are the subject of separate approvals.

Reason:

For the avoidance of doubt and in the interests of proper planning.

- 9 Notwithstanding the draft plan submitted, you must apply to us for approval of a final detailed Delivery, Servicing and waste Management Plan in relation to the use of the entire site. It should include but not be limited to:-
- A. Process, internal storage locations, scheduling of deliveries and staffing.
 - B. All servicing to occur from within the off-street servicing area (except for refuse/recycling collection).
 - C. All areas for servicing, holding areas and access corridors, (which must be retained for this purpose for the life of the development and used for no other purpose).
 - D. All clear heights within the servicing area (to be maintained unobstructed),.
 - E. No delivery service to operate from the premises.,
 - F. Strategy of consolidation of waste collections within the wider estate, other local businesses and stakeholders to reduce the number of vehicles on the local highway network.,
 - G. Loading bay doors to be closed at all times, except when a servicing vehicle is arriving or leaving the loading bay.,
 - H. Vehicular access to George Street Mansions car park keep clear at all times.

The use of the building must not commence operation until we have approved what you have sent us. You must then operate the use of the building in accordance with the approved Plan at all times for the life of the development.

Reason:

- 10 Prior to commencement of this part of the development, details of a rapid (minimum 50kW) electric vehicle charging point within the loading bay for freight vehicles shall be submitted and approved in writing by the Local Planning Authority. It must be demonstrated that the charging point is suitable for LGV delivery vehicle use. It must then

be installed before first occupation and thereafter maintained in working order.

Reason:

To make sure that the development provides the environmental sustainability features included in your application as set out in Policies 36 and 38 of the City Plan 2019 - 2040 (April 2021). (R44AD)

- 11 You must provide each cycle parking space and associated facilities for cyclists shown on the approved drawings prior to occupation of the development. Thereafter the cycle spaces and associated facilities for cyclist must be retained and the space used for no other purpose. For the avoidance of doubt this includes:-,
- A. Minimum 154 Long term Cycle Parking spaces for the office staff,
 - B. Minimum 10 Long term Cycle Parking spaces for the retail/restaurant staff ,
 - C. Minimum 30 Short stay Cycle Parking spaces for visitors to the development ,
 - D. Showers and changing facilities for occupiers of the development,

Reason:

To provide cycle parking spaces and associated cycling facilities for people using the development in accordance with Policy 25 of the City Plan 2019 - 2040 (April 2021). (R22GA).

- 12 You must operate the development in accordance with the following waste strategy:- , ,
- A. Before anyone moves into the property, you must provide the separate stores for waste and materials for recycling shown on drawing number GAR-HAL-ZZ-LG-DR-A Rev C01 prior to occupation and thereafter you must permanently retain them for the storage of waste and recycling. You must clearly mark them and make them available at all times to everyone using the building.
 - B. No waste should be left on the public highway

Reason:

To protect the environment and provide suitable storage for waste and materials for recycling as set out in Policies 7 and 37 of the City Plan 2019 - 2040 (April 2021). (R14CD)

- 13 You must hang all doors or gates so that they do not open over or across the road or pavement. (C24AA)

Reason:

In the interests of public safety and to avoid blocking the road as set out in Policies 24 and 25 of the City Plan 2019 - 2040 (April 2021). (R24AD)

- 14 Any structure over the highway must maintain 2.6 metres vertical clearance from the footway surface at all times and not extend closer than 1 metre to the kerb edge; when within 1 metre of the kerb edge and over carriageway, 5.3 metres vertical clearance must be maintained by any structure. This includes building overhangs, public art, signage, awnings, canopies and flags.

Reason:

In the interests of public safety and to avoid blocking the road as set out in Policies 24 and 25 of the City Plan 2019 - 2040 (April 2021). (R24AD)

- 15 No development should occur between the highway (footway) and a depth of 900mm.

Reason:

This is to ensure sufficient space remains for utilities and in accordance with Policy 45 of the City Plan 2019 - 2040 (April 2021).

- 16 With the exception of collecting rubbish, no goods (including fuel) that are delivered or collected by vehicles arriving at or leaving the building must be accepted or sent out if they are unloaded or loaded on the public road. You may accept or send out such goods only if they are unloaded or loaded within the boundary of the site. (C23CB)

Reason:

To avoid blocking the surrounding streets and to protect the environment of people in neighbouring properties as set out in Policy 29 of the City Plan 2019 - 2040 (April 2021). (R23AD)

- 17 No goods, including fuel, delivered or collected by vehicles arriving at or departing from the building shall be accepted or despatched if unloaded or loaded on the public highway. You may accept or despatch such goods only if they are unloaded or loaded within the curtilage of the building. (C23BA)

Reason:

To avoid blocking the surrounding streets and to protect the environment of people in neighbouring properties as set out in Policy 29 of the City Plan 2019 - 2040 (April 2021). (R23AD)

- 18 All servicing must take place between the following hours:-, 07.00-19.00 Monday to Friday, , 09.00-16.00 on Saturdays , 10.00-13.00 on Sundays and Bank Holidays, , Servicing includes loading and unloading goods from vehicles and waste collection.

Reason:

To avoid blocking the surrounding streets and to protect the environment of people in neighbouring properties as set out in Policy 29 of the City Plan 2019 - 2040 (April 2021). (R23AD)

- 19 The use of the building must be used and operated in accordance with the following:- , ,
A. You must only use the 1st- 6th floors and part of the ground floor (office entrance) for office use. You must not use them for any other purpose, including for any other use within Class E, Part A, Schedule 2 of the Town and Country Planning (Use Classes) Order 1987 (as amended) (or any equivalent class in any order that may replace it).
B. You must only use the ground floor and part of the basement annotated as "Hub" for uses including retail, restaurant, community in accordance with the Operational

Management Plan to be approved under condition 31 .You must not use them for any other purpose, including for any other use within Class E, Part A, Schedule 2 of the Town and Country Planning (Use Classes) Order 1987 (as amended) (or any equivalent class in any order that may replace it).

C. You must only use the community room in the basement as a community room (Class F2) and or Office (Class E) and for no other use within Class F2 Part A, Schedule 2 of the Town and Country Planning (Use Classes) Order 1987 (as amended) (or any equivalent class in any order that may replace it).

Reason:

To protect neighbouring residents from noise nuisance, avoid blocking surrounding streets, to ensure that sustainable transport modes are used, to prevent sensitive air quality receptors from occupying the site or uses that would have a significant adverse effect on air quality, policies 7, 25,28, 29, 32, 33, 38,39,40 of the City Plan 2019 - 2040 (April 2021).

- 20 Prior to the use of any of the external terraces, you must apply to us for approval of an operational management plan to show how you will maintain the terraces and minimise noise from their use causing nuisance for people in the area, including people who live in nearby buildings., , The operational management plan shall include, but not be limited to, the following measures:-,
- A. Only the external areas left white on the floor plans and annotated "accessible office terrace", shall be used as external amenity areas for sitting out and these areas shall not be used unless the planters shown on the landscaping drawings have been installed and the soft, landscaping planted.
 - B. The areas for maintenance access and planting shall not be used as external amenity areas and only maintained between 09.00-19.00 Monday to Friday.
 - C. The useable areas under A. above shall only be used between 09.00-19.00 Monday to Friday and not at all on Saturdays and Sundays (including cleaning, tidying and maintenance) unless used for emergency/escape access purposes,
 - D. The planters and soft landscaping shall be installed/planted before use of the terraces and thereafter maintained as such in perpetuity.
 - E. No live, amplified or recorded music.
 - F. No external lighting outside of approved operational hours of the terrace.
 - G. Maintenance of the hard and soft landscaping (including planters, green wall/ climbers and green roofs) on the terraces.
- You must not use the external terraces until we have approved in writing what you have sent us. You must then carry out the measures included in the approved management plan at all times that the terrace is in use.

Reason:

To protect the privacy and environment of people in neighbouring properties, as set out Policies 7 and 38 of the City Plan 2019 - 2040 (April 2021). (R21AD)

- 21 You must put a copy of this planning permission and all its conditions at street level outside the building for as long as the work continues on site. You must highlight on the copy of the planning permission any condition that restricts the hours of building work. (C21KA)

Reason:

To make sure people in neighbouring properties are fully aware of the conditions and to protect their rights and safety. (R21GA)

- 22 You must apply to us for approval of a scheme of public art. You must not start work on the public art until we have approved in writing what you have sent us. Before anyone moves into the building you must carry out the scheme according to the approved details. You must maintain the approved public art and keep it on this site. You must not move or remove it. (C37AC)

Reason:

To make sure the art is provided for the public and to make sure that the appearance of the building is suitable. This is as set out Policy 43(E) of the City Plan 2019 - 2040 (April 2021). (R37AC)

- 23 You must apply to us for approval of a final Operational Management Plan for the use of the building. It should include, but not be limited to:-
- o Hours of use of the building,
 - o No delivery service,
 - o Pedestrian Access and Egress Arrangements,
 - o Fire evacuation details and meeting point/s/Fire strategy
 - o No Smoking to rear of site ,
 - o Control of dropping off/picking up/courier deliveries,
 - o Security control for cyclists,
 - o Contact details for complaints.

The use of the building/s must not commence operation until we have approved what you have sent us. You must then operate the use of the building in accordance with the approved Plan at all times.

Reason:

In the interests of public safety as set out in Policies 24 and 25 of the City Plan 2019 - 2040 (April 2021). (R24BD)

- 24 Prior to occupation of the proposed development you must provide evidence of Secure by Design Accreditation.

Reason:

To ensure that the development has been built with suitable security measures in place to minimise the risk of crime and anti-social behaviour in accordance with Policies 38 and 43 of the City Plan 2019 - 2040 (April 2021).

- 25 The living green roof to the Stourcliffe Close garage shall not be used as a terrace or for sitting out and shall only be accessed for maintenance and in the case of an emergency.

Reason:

To protect the privacy and environment of people in neighbouring properties, as set out Policies 7 and 38 of the City Plan 2019 - 2040 (April 2021). (R21AD)

- 26 A) You must apply to us for approval of drawings of the proposed ceramic tile cladding showing unit size, bond pattern, panel jointing, colour variation and texture.
B) Following agreement of the drawings, you must apply to us for approval of a sample panel of the ceramic tiles to be provided on site.

You must not start any work on these parts of the development until we have approved what you have sent us. You must then carry out the work according to these approved drawings and samples., (C26DB)

Reason:

To make sure that the appearance of the building is suitable and that it contributes to the character and appearance of the area. This is as set out in Policies 38 and 40 of the City Plan 2019 - 2040 (April 2021). (R26AE)

- 27 Notwithstanding the requirements of condition 26 you must apply to us for approval of samples of the remaining facing materials you will use, including glazing, and elevations and roof plans annotated to show where the materials are to be located. You must not start work on the relevant part of the development until we have approved in writing what you have sent us. You must then carry out the work using the approved materials. (C26BD)

Reason:

To make sure that the appearance of the building is suitable and that it contributes to the character and appearance of the area. This is as set out in Policies 38 and 40 of the City Plan 2019 - 2040 (April 2021). (R26AE)

- 28 You must not attach flues, ducts, soil stacks, soil vent pipes, or any other pipework other than rainwater pipes to the outside of the building unless they are shown on the approved drawings, unless otherwise agreed in writing by the Local Planning Authority

Reason:

To make sure that the appearance of the building is suitable and that it contributes to the character and appearance of the area. This is as set out in Policies 38 and 40 of the City Plan 2019 - 2040 (April 2021). (R26AE)

- 29 You must apply to us for approval of detailed drawings (at scales 1:20 and 1:5) of the following parts of the development :

1. Typical facade details (at scales 1:20 and 1:5) ,
2. Office entrance ,
3. Shopfronts,
4. Service bays including doors / gates.
5. Roof plant enclosure,
6. Edgware Road canopy

You must not start any work on these parts of the development until we have approved

what you have sent us., , You must then carry out the work according to these detailed drawings. (C26DB)

Reason:

To make sure that the appearance of the building is suitable and that it contributes to the character and appearance of the area. This is as set out in Policies 38 and 40 of the City Plan 2019 - 2040 (April 2021). (R26AE)

- 30 You must apply to us with details of your proposed external lighting scheme, including hours of operation, showing how light spill is avoided and visual amenity is protected.

Reason:

To make sure that the appearance of the building is suitable and that it contributes to the character and appearance of the area. This is as set out in Policies 38 and 40 of the City Plan 2019 - 2040 (April 2021). (R26AE)

- 31 1. Prior to the use of any of the Hub (including the triangle), you must apply to us for approval of an operational management plan for the Hub to show the following:-, , The operational management plan shall include, but not be limited to, the following details/measures:-,
- A. Proposed floor plan annotated for specific quantum of each use ,
 - B Hours of use ,
 - C. Details of shopfront display, to show no painting, obscuring or blocking of shopfront,
 - D. Ground floor Hub only for use for retail, restaurant, fitness uses and no other uses within Class E or F2,
 - E. No delivery use,
 - F. Details of any required kitchen extract/ ventilation/sound insulation including drawings, acoustic/odour report.,

You must not use the external terraces until we have approved in writing what you have sent us. You must then carry out the measures included in the approved management plan at all times that the terrace is in use.

2. Prior to any use of the Hub, you must apply to us for approval of an operational management plan for the community room to show the following. The operational management plan shall include, but not be limited to, the following details/measures:
- A. Use of basement room 35m2 for community room and or offices and no other uses within Class F2 or E.,
 - B. Hours of use,
 - C. Days and times available for use by the local community and procedure for office use when not booked by local community,
 - D. Details of booking system,
 - E. Details of how local amenity societies and residents associations of local residential blocks (George Street Mansions, Stourcliffe Close, Portsea Hall), will be made aware of the Nil cost facility and booking system.,
 - F. Details of access arrangements and any rules and regulations for use, including advance booking requirements.

You must then operate the Hub and community room in accordance with these details.

Reason:

To ensure the uses operate in a way to meet the aims of our land use policies and protect neighbouring residents from noise nuisance, avoid blocking surrounding streets, to ensure that sustainable transport modes are used, to prevent sensitive air quality receptors from occupying the site or uses that would have a significant adverse effect on air quality, policies 7, 14,16, 25,28, 29, 32, 33, 38,39,40 of the City Plan 2019 - 2040 (April 2021).

- 32 You must apply to us for approval of details of a communal chamber on-site for telecommunications equipment.,

Reason:

To ensure digital infrastructure and connectivity are made provision for to support future economic growth in accordance with Policy 19 (Digital infrastructure, information and communications technology) of the City Plan 2019 - 2040 (April 2021)

- 33 **Pre Commencement Condition.** You must carry out a detailed site investigation to find out if the building or land are contaminated with dangerous material, to assess the contamination that is present, and to find out if it could affect human health or the environment. This site investigation must meet the water, ecology and general requirements outlined in 'Contaminated Land Guidance for Developers submitting planning applications' - produced by Westminster City Council in January 2018., , You must apply to us for approval of the following investigation reports. You must apply to us and receive our written approval for phases 2 and 3 before any demolition or excavation work starts, and for phase 4 when the development has been completed but before it is occupied., ,
- Phase 1: Desktop study - full site history and environmental information from the public records. (Noted as agreed as part of original submission)
- Phase 2: Site investigation - to assess the contamination and the possible effect it could have on human health, pollution and damage to property.
- Phase 3: Remediation strategy - details of this, including maintenance and monitoring to protect human health and prevent pollution.
- Phase 4: Validation report - summarises the action you have taken during the development and what action you will take in the future, if appropriate., (C18AA)

Reason:

To make sure that any contamination under the site is identified and treated so that it does not harm anyone who uses the site in the future. This is as set out in Policy 33(E) of the City Plan 2019 - 2040 (April 2021). (R18AB)

- 34 (1) Where noise emitted from the proposed plant and machinery will not contain tones or will not be intermittent, the 'A' weighted sound pressure level from the plant and machinery (including non-emergency auxiliary plant and generators) hereby permitted, when operating at its noisiest, shall not at any time exceed a value of 10 dB below the minimum external background noise, at a point 1 metre outside any window of any residential and other noise sensitive property, unless and until a fixed maximum noise level is approved in writing by the City Council. The background level should be

expressed in terms of the lowest LA90, 15 mins during the proposed hours of operation. The plant-specific noise level should be expressed as LAeqTm, and shall be representative of the plant operating at its maximum. , , (2) Where noise emitted from the proposed plant and machinery will contain tones or will be intermittent, the 'A' weighted sound pressure level from the plant and machinery (including non-emergency auxiliary plant and generators) hereby permitted, when operating at its noisiest, shall not at any time exceed a value of 15 dB below the minimum external background noise, at a point 1 metre outside any window of any residential and other noise sensitive property, unless and until a fixed maximum noise level is approved in writing by the City Council. The background level should be expressed in terms of the lowest LA90, 15 mins during the proposed hours of operation. The plant-specific noise level should be expressed as LAeqTm, and shall be representative of the plant operating at its maximum., , (3) Following installation of the plant and equipment, you may apply in writing to the City Council for a fixed maximum noise level to be approved. This is to be done by submitting a further noise report confirming previous details and subsequent measurement data of the installed plant, including a proposed fixed noise level for written approval by the City Council. Your submission of a noise report must include:; (a) A schedule of all plant and equipment that formed part of this application;; (b) Locations of the plant and machinery and associated: ducting; attenuation and damping equipment;; (c) Manufacturer specifications of sound emissions in octave or third octave detail;; (d) The location of most affected noise sensitive receptor location and the most affected window of it;; (e) Distances between plant & equipment and receptor location/s and any mitigating features that may attenuate the sound level received at the most affected receptor location;; (f) Measurements of existing LA90, 15 mins levels recorded one metre outside and in front of the window referred to in (d) above (or a suitable representative position), at times when background noise is at its lowest during hours when the plant and equipment will operate. This acoustic survey to be conducted in conformity to BS 7445 in respect of measurement methodology and procedures;; (g) The lowest existing LA90, 15 mins measurement recorded under (f) above;; (h) Measurement evidence and any calculations demonstrating that plant and equipment complies with the planning condition;; (i) The proposed maximum noise level to be emitted by the plant and equipment. (C46AC)

Reason:

Because existing external ambient noise levels exceed WHO Guideline Levels, and as set out in Policies 7 and 33 of the City Plan 2019 - 2040 (April 2021) and the Environmental Supplementary Planning Document (February 2022), so that the noise environment of people in noise sensitive receptors is protected, including the intrusiveness of tonal and impulsive sounds, and by contributing to reducing excessive ambient noise levels. Part (3) is included so that applicants may ask subsequently for a fixed maximum noise level to be approved in case ambient noise levels reduce at any time after implementation of the planning permission. (R46AC)

- 35 The emergency plant and generators hereby approved shall only be used for the purpose of public safety and life critical systems and shall not be used for backup equipment for commercial uses such as Short Term Operating Reserve (STOR). The emergency plant and generators shall be operated at all times in accordance with the following criteria: , , (1) Noise emitted from the emergency plant and generators hereby permitted shall not increase the minimum assessed background noise level (expressed as the LA90, 15 mins over the testing period) by more than 10 dB one metre outside any premises., , (2)

The emergency plant and generators hereby permitted may be operated only for essential testing, except when required in an emergency situation., , (3) Testing of emergency plant and generators hereby permitted may be carried out only for up to one hour in a calendar month, and only during the hours 09.00 to 17.00 hrs Monday to Friday and not at all on public holidays. (C50AC)

Reason:

Emergency energy generation plant is generally noisy, so in accordance with Policies 7 and 33 of the City Plan 2019 - 2040 (April 2021) and the Environmental Supplementary Planning Document (February 2022), a maximum noise level is required to ensure that any disturbance caused by it is kept to a minimum and to ensure testing is carried out for limited periods during defined daytime weekday hours only, to prevent disturbance to residents and those working nearby. (R50AC)

- 36 You must apply to us for approval of details of a supplementary acoustic report demonstrating that the plant will comply with the Council's noise criteria as set out in Condition(s) 34 and 35 of this permission. You must not start work on this part of the development until we have approved in writing what you have sent us. (C51AB)

Reason:

Because existing external ambient noise levels exceed WHO Guideline Levels, and Policies 7 and 33 of the City Plan 2019 - 2040 (April 2021) and the Environmental Supplementary Planning Document (February 2022), so that the noise environment of people in noise sensitive receptors is protected, including the intrusiveness of tonal and impulsive sounds, and by contributing to reducing excessive ambient noise levels. (R51AC)

- 37 **Pre Commencement Condition.** Notwithstanding the details submitted in relation to the four Lime trees on Edgware Road. You must not start any demolition, site clearance or building work, and you must not take any equipment, machinery or materials for the development onto the site, until we have approved in writing what you have sent us in relation to the matters listed below. The tree protection must follow the recommendations in section 7 of British Standard BS5837: 2012. You must then carry out the work according to the approved details.

- A. Details of Tree Pruning (cutting and lifting canopies) & associated Site set up plans and a construction methodology including scaffold/ gantry arrangement on Edgware Road, site hoarding, access and other site arrangements.
- B. Tree protection measures associated with demolition and construction activities.,
- C. Details and revised root protection area, and tree protection measures associated with development & associated underground services on Edgware Road, installation and maintenance of glazed canopy and details of façade cleaning.
- D. A revised method statement explaining the measures you will take to protect the trees.

Reason:

To protect trees and the character and appearance of the site as set out in Policies 34 and 38 of the City Plan 2019 - 2040 (April 2021). (R31CD)

- 38 a) Prior to demolition;,
 b) Following commencement of demolition and prior to construction;,
 c) Prior to occupation.

The applicant shall notify the Local Authority of any substantial changes to the design, procurement or overall circumstances around the delivery of the proposed scheme which will result in more than more than 50% increase in the Whole Life Carbon (A1-C4) benchmark of 970kgCO₂e/m². If such significant increase is expected, mitigation strategies to ensure the carbon footprint of the development is kept within the identified benchmarks, and those mitigation measures shall be set out and agreed first by the local planning authority and implemented thereafter., ,

Reason:

To ensure sustainable procurement and construction are continuously implemented in accordance with Policy 36 (Energy) and 38 (Design Principles) of the City Plan 2019 - 2040 (April 2021).

- 39 **Pre Commencement Condition.** Notwithstanding the details submitted in relation to greening proposals and irrigation. You must apply to us for approval of the following details:-,

- A. Green Roofs:-Details of the depth and specification of the substrate, the number, size, species and density of the proposed planting ,
 B. Green Walls: Details of design construction and management, Public safety, security, maintenance, fire risk evaluation,
 C. Planters:- Details of length, width and depth of the proposed planters, number, size, species density of proposed planting, C. Green Infrastructure Maintenance Plan (frequency of operations, timing of operations and who is responsible),
 D. Irrigation strategy to demonstrate sufficient capacity to serve the development.

Reason:

To improve the appearance of the development, to make sure that it contributes to the character and appearance of the area, and to improve its contribution to biodiversity and the local environment. This is as set out in Policies 34 and 38 of the City Plan 2019 - 2040 (April 2021). (R30BD)

- 40 You must provide, maintain and retain the following energy efficiency measures before you start to use any part of the development, as set out in your application.
- o Retention of existing elements of basement structure,
 - o Hybrid low carbon steel and cross laminated timber (CLT) Structure,
 - o Facades and glazing enhanced G values, enhanced by greening of building and internal blinds.,
 - o Passive Design through All Electric Energy Strategy,
 - o Passive ventilation via openable windows,
 - o Air Source Heat Pumps and Photovoltaics,
 - o 19% saving (Lean) in carbon emissions, ,
 - o 48% saving (Green) in carbon emissions,,
 - o Targets BREEAM Outstanding,
 - o Urban Greening Factor of 0.312,

- o 100% Biodiversity New Gain, , You must not remove any of these features. (C44AA)

Reason:

To make sure that the development provides the environmental sustainability features included in your application as set out in Policies 36 and 38 of the City Plan 2019 - 2040 (April 2021). (R44AD)

- 41 Notwithstanding the submitted details. Full details of the proposed privacy measures shall be submitted for approval and thereafter installed before the office floorspace is occupied and retained in perpetuity, unless otherwise agreed by us in writing. This shall include:-, ,
- A. Plan and elevations and sections showing the windows to contain privacy measures.,
 - B. Final design for the internal horizontal louvres to specific fenestration to the rear elevation ,
 - C. Mock up/Sample of internal horizontal louvres to fenestration, C. Plan, elevation and section of a typical fenestration to rear with privacy fin, D. Plans of All Terraces annotated to show perimeter planters and the area of the terrace to be accessible/ non accessible for maintenance and fire escape only. ,

Reason:

To protect the privacy and environment of people in neighbouring properties. This is as set out in Policies 7, 33 and 38 of the City Plan 2019 - 2040 (April 2021). (R21BD)

Informative(s):

- 1 In dealing with this application the City Council has implemented the requirement in the National Planning Policy Framework to work with the applicant in a positive and proactive way. We have made available detailed advice in the form of our statutory policies in the City Plan 2019 - 2040 (April 2021), neighbourhood plan (where relevant), supplementary planning documents, the London Plan (March 2021), planning briefs and other informal written guidance, as well as offering a full pre application advice service, in order to ensure that applicant has been given every opportunity to submit an application which is likely to be considered favourably. In addition, where appropriate, further guidance was offered to the applicant at the validation stage.
- 2 This permission is governed by a legal agreement between the applicant and us under Section 106 of the Town and Country Planning Act 1990. The agreement relates to:-, , i) The residential use to have been relocated as part of a land use swap to 59 Gloucester Place (entirety) and 57 (first to fourth floors) Gloucester Place (As granted under application reference:- 22/05362/FULL) and not to occupy the development until the land use swap has been physically completed in all material respects to a standard ready for residential occupation and evidence has been submitted to the City Council to confirm completion of such works. , , ii) Provision of Community Room for the lifetime of the development (25 years) at Nil cost to the local community., , iii) All highway works immediately surrounding the site required for the

development to occur prior to occupation of the development, including in Forset Street, creation of footway in Forset Street, provision of additional short stay cycle parking in the vicinity of the site (minimum of 22 spaces), changes or improvements to the footway and associated work (legal, administrative and physical). Changes to on-street restrictions (to be agreed as part of detailed design) including the relocation of any on-street parking bays, with no loss in number. All of the aforementioned to the Council's specification, at full cost (administrative, legal and physical) of the developer.(subject to detail design and the approval of the Highway Authority). , , iv) Cycle parking survey assessing potential on-street locations for the provision of 69 short stay cycle parking spaces in the vicinity of the site including on Edgware Road and their subsequent provision where agreed by Westminster in liaison with TfL. All of the aforementioned to the Council's specification, at full cost (administrative, legal and physical) of the developer.(subject to detail design and the approval of the Highway Authority). Where the full provision cannot be achieved the shortfall to be mitigated by a financial contribution towards TfL cycle hire scheme (index linked and payable on commencement of development). , , v) The area indicatively shown on Drawing number (4571-004-C) must be stopped up prior to commencement of development, at no cost to the Council, subject to minor alterations agreed by the Director of City Highways., , vi) The area on (4571-004-C), where the building line has been set back from the existing line, must be dedicated prior to occupation of development, at no cost to the Council, subject to minor alterations agreed by the Council, , vii) A Financial contribution of £194,066.00 towards the Council's Carbon offset fund (Index linked and payable on commencement of development), , viii) A Financial contribution of £230,295.10 [or such figure as is confirmed by the Council's Economy Team] to support the Westminster Employment Service, (Index linked and payable on commencement of development)., , viii) Provision of Public Art, , x) Be seen monitoring, , xi)Monitoring costs

- 3 Condition 4- Archaeology, This condition is necessary to safeguard the archaeological interest on this site. Approval of the WSI at a particular stage provides clarity on what investigations are required and their timing in relation to the development programme. WSI will need to be prepared and implemented by a suitably professionally accredited archaeological practice in accordance with Historic England's Guidelines for Archaeological Projects in Greater London. This condition is exempt from deemed discharge under schedule 6 of The town and Country Planning (Development Management Procedure)(England) Order 2015.
- 4 Cadent Gas, The site is in close proximity to our medium and low pressure assets. Cadent Gas Ltd own and operate the gas infrastructure within the area of your development. There may be a legal interest (easements and other rights) in the land that restrict activity in proximity to , Cadent assets in private land. The applicant must ensure that the proposed works do not infringe on legal rights of access and or restrictive covenants that exist.If buildings or structures are proposed directly above the apparatus the development may only take place following diversion of the apparatus. The applicant should apply online to have apparatus diverted in advance of any works, by visiting cadentgas.com/diversions. Prior to carrying out works, including the construction of access points, please register on www.linesearchbeforeudig.co.uk to submit details of the planned works for review, ensuring requirements are adhered to., Your responsibilities and obligations Cadent may have a Deed of Easement on the pipeline, which provides us with a right of access for a , number of functions and prevents change to existing ground levels, storage of materials. It also prevents the erection of permanent/temporary buildings, or structures. If necessary Cadent will take action to legally enforce the terms of the easement., This informative does not constitute any formal agreement or consent for any

proposed development work either generally or related to Cadent's easements or other rights, or any planning or building regulations applications. Cadent Gas Ltd or their agents, servants or contractors do not accept any liability for any losses arising under or in connection with this information. This limit on liability applies to all and any claims in contract, tort (including negligence), misrepresentation (excluding fraudulent misrepresentation), breach of statutory duty or otherwise. This limit on liability does not exclude or restrict liability where prohibited by the law nor does it supersede the express terms of any related agreements. If you need any further information or have any questions about the outcome, please contact , plantprotection@cadentgas.com or on 0800 688 588 quoting your reference: LSBUD Ref: 26786143 WCC: 22/05768/FULL

- 5 Conditions 5 & 6- Thames Water, a. The developer can request information to support the discharge of this conditions by visiting the Thames Water website at thameswater.co.uk/preplanning., b. If you are planning on using mains water for construction purposes, it's important you let Thames Water know before you start using it, to avoid potential fines for improper usage. More information and how to apply can be found online at thameswater.co.uk/buildingwater., c. There are water mains crossing or close to your development. Thames Water do NOT permit the building over or construction within 3m of water mains. If you're planning significant works near our mains (within 3m) we'll need to check that your development doesn't reduce capacity, limit repair or maintenance activities during and after construction, or inhibit the services we provide in any other way. The applicant is advised to read our guide working near or diverting our pipes. <https://www.thameswater.co.uk/developers/larger-scaleddevelopments/planning-your-development/working-near-our-pipes>., d Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at, the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.
- 6 Please make sure that the street number and building name (if applicable) are clearly displayed on the building. This is also a condition of the London Building Acts (Amendment) Act 1939, and there are regulations that specify the exact requirements. For further information on how to make an application for street naming and numbering, and to read our guidelines, please visit our website: www.westminster.gov.uk/street-naming-numbering. (I54AB)
- 7 The development will result in changes to road access points. Any new threshold levels in the building must be suitable for the levels of neighbouring roads. If you do not plan to make changes to the road and pavement you need to send us a drawing to show the threshold and existing road levels at each access point., , If you need to change the level of the road, you must apply to our Highways section at least eight weeks before you start work. You will need to provide survey drawings showing the existing and new levels of the road between the carriageway and the development. You will have to pay all administration, design, supervision and other costs. We will carry out any work which affects the road. For more advice, please email AskHighways@westminster.gov.uk.
- 8 Please email our Project Officer (Waste) at wasteplanning@westminster.gov.uk for advice about your arrangements for storing and collecting waste.

- 9 The term 'clearly mark' in condition 12 means marked by a permanent wall notice or floor markings, or both. (188AA)
- 10 You need to speak to our Highways section about any work which will affect public roads. This includes new pavement crossovers, removal of redundant crossovers, changes in threshold levels, changes to on-street parking arrangements, and work which will affect pavement vaults. You will have to pay all administration, design, supervision and other costs of the work. We will carry out any work which affects the highway. When considering the desired timing of highway works in relation to your own development programme please bear in mind that, under the Traffic Management Act 2004, all works on the highway require a permit, and (depending on the length of the highway works) up to three months advance notice may need to be given. For more advice, please email AskHighways@westminster.gov.uk. However, please note that if any part of your proposals would require the removal or relocation of an on-street parking bay, this is unlikely to be approved by the City Council (as highway authority).
- 11 The applicant will need technical approval for the works to the highway (supporting structure) prior to commencement of development. The applicant should contact Louisa Augustine (laugustine@westminster.gov.uk) in Westminster Highways Infrastructure and Public Realm to progress the applicant for works to the highway.
- 12 Condition 9 - SMP, The SMP should contain clear information on how servicing (including the transfer of deliveries) would be managed in such a way as to minimise the impact on other highway users (including pedestrians) and be undertaken in a safe manner. It should clearly outline how servicing will occur on a day to day basis, almost as an instruction manual or good practice guide for the occupants. A basic flow chart mapping the process may be the easiest way to communicate the process, accompanied by a plan highlighting activity, locations. The idea of the SMP is to ensure that goods and delivery vehicles spend the least amount of time on the highway as possible and do not cause an obstruction to other highway users (including pedestrians). The SMP should clearly identify process, storage locations, scheduling of deliveries and staffing arrangements; as well as how delivery vehicle size will be managed and how the time the, delivered items spend on the highway will be minimised, in this case.
- 13 The applicant will require a pursuant to s247 of the Town and Country Planning Act 1990 for the stopping up of parts of the public highway to enable this development to take place. The Highway Authority maintains an objection to the stopping up of Highway where there is not a demonstrated need or benefit.
- 14 The Developer is encouraged to undertake positive community liaison through the Code of Construction Practice process.
- 15 In relation to condition 38 part (c), the post-construction tab of the GLA's Whole Life-Cycle Carbon Assessment template should be completed in line with the GLA's Whole Life-Cycle Carbon Assessment Guidance: LPG document template (green) (london.gov.uk), , To support

the results provided in the template, the following minimum evidence requirements should be submitted at the same time: , a) site energy (including fuel) use record , b) contractor confirmation of as-built material quantities and specifications, c) record of material delivery including distance travelled and transportation mode (including materials for temporary works), d) waste transportation record including waste quantity, distance travelled and transportation mode (including materials for temporary works) broken down into material categories used in the assessment, e) a list of product-specific EPDs for the products that have been installed. The data collected at this stage will provide an evidence base that could help inform future industry-wide benchmarks or performance ratings for building typologies. , The post-construction assessment should be submitted to the GLA at: ZeroCarbonPlanning@london.gov.uk, along with any supporting evidence as per the guidance. A copy and confirmation of submission to the GLA shall be submitted to, and approved in writing by, the local planning authority, prior to occupation of the development.

Please note: the full text for informatives can be found in the Council's Conditions, Reasons & Policies handbook, copies of which can be found in the Committee Room whilst the meeting is in progress, and on the Council's website.