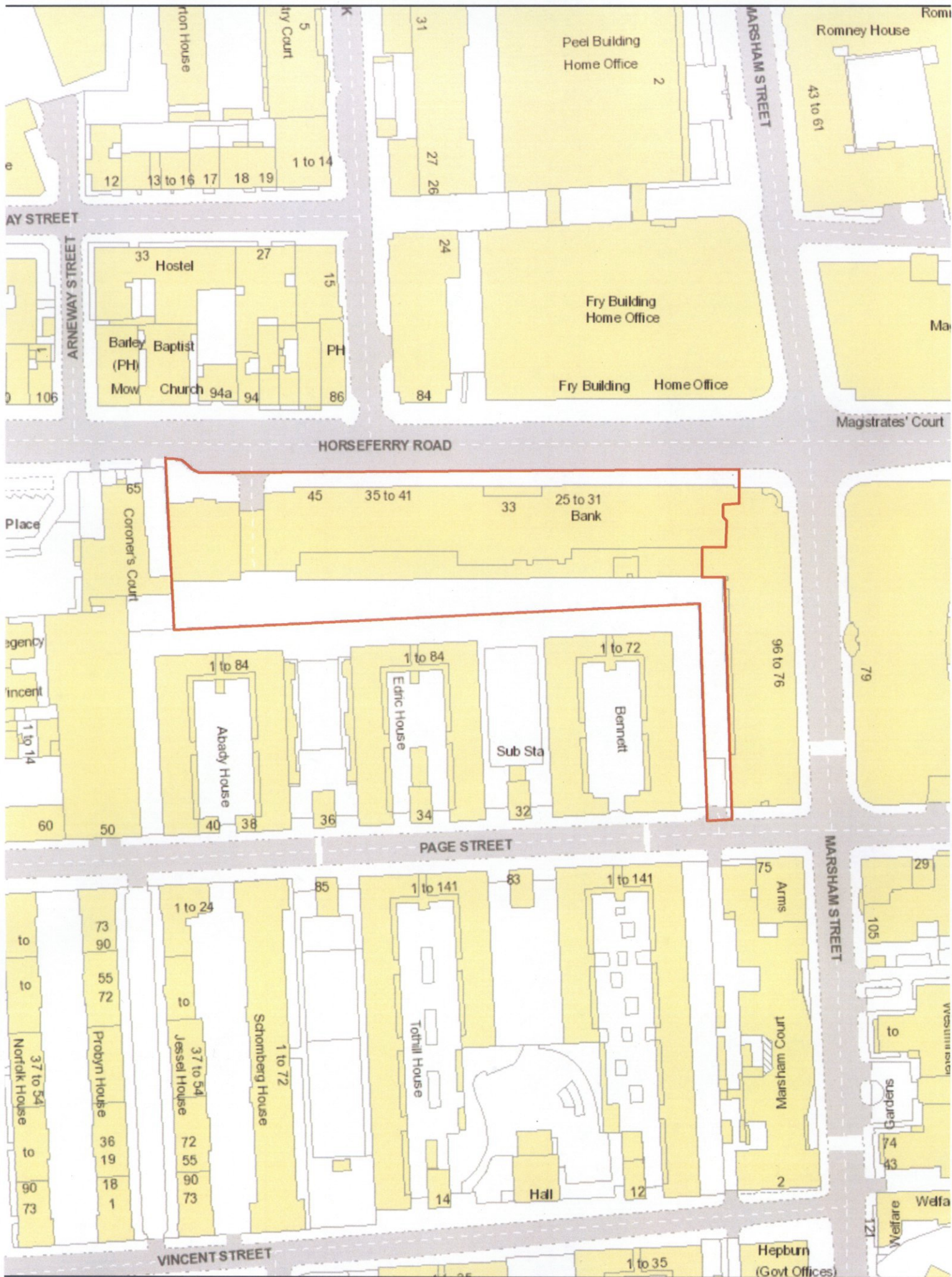


CITY OF WESTMINSTER			
PLANNING APPLICATIONS COMMITTEE	Date 2 December 2014	Classification For General Release	
Report of Operational Director Development Planning		Wards involved Vincent Square	
Subject of Report	33 Horseferry Road, London, SW1P 2AA		
Proposal	Demolition of Great Minster North and redevelopment to provide up to 160 residential units in three buildings; two at first to eighth floor level and one at first to seventh floor level with private balconies and terraces. Retail at ground floor level to include four retail units (Class A1) and two flexible retail/restaurant units (Class A1/A3). Associated parking at basement level and landscaped communal area above retained service road. Installation of mechanical plant at basement, ground and eighth floor levels and solar panels at roof level.		
Agent	Gerald Eve		
On behalf of	GMN No. 2 LIMITED		
Registered Number	14/06963/FULL	TP / PP No	TP/25243
Date of Application	11.07.2014	Date amended/ completed	17.07.2014
Category of Application	Major		
Historic Building Grade	Unlisted		
Conservation Area	Page Street		
Development Plan Context - London Plan July 2011 - Westminster's City Plan: Strategic Policies 2013 - Unitary Development Plan (UDP) January 2007	Within London Plan Central Activities Zone Within Central Activities Zone		
Stress Area	Outside Stress Area		
Current Licensing Position	Not Applicable		

1. RECOMMENDATION

1. Grant conditional permission subject to a S106 legal agreement to secure the following:
 - i) Provision of 23 affordable rent units and 15 intermediate rent units in Building C.
 - ii) Financial contribution of £3,979,000 towards the Council's affordable housing fund (index linked and payable on commencement of development).
 - iii) A payment for the review of parking of £63,000 (index linked and payable on commencement of development).
 - iv) Car club membership for all eligible occupiers of each residential unit for a period of 25 years.
 - v) A public realm payment of £200,000 (index linked and payable on commencement of development).
 - vi) Education payment of £298,440 (index linked and payable on commencement of development).

- vii) The applicant to sign up to the Council's Code of Construction Practice and to pay up to £19,000 per annum for the cost of monitoring by Environmental Inspectorate and up to £10,020 per annum for cost of monitoring by Environmental Sciences (index linked).
 - viii) Unallocated car parking.
 - ix) Carbon off-setting payment of £131,760 (index linked and payable on commencement of development).
 - x) The provision of open space and playspace as detailed in the application documents.
 - xi) The cost of monitoring each planning obligation.
2. If the S106 legal agreement has not been completed within six weeks of the date of the Committee's resolution then:
- (a) The Operational Director shall consider whether it would be possible and appropriate to issue the permission with additional conditions attached to secure the benefits listed above. If so, the Operational Director is authorised to determine and issue such a decision under Delegated Powers; however, if not
 - (b) The Operational Director shall consider whether permission should be refused on the grounds that the proposals are unacceptable in the absence of the benefits which would have been secured; if so, the Operational Director is authorised to determine the application and agree appropriate reasons for refusal under Delegated Powers.





33 HORSEFERRY ROAD, SW1

2. SUMMARY

No. 33 Horseferry Road is an unlisted building comprising six storeys above a basement with an additional level for plant on the sixth floor. The upper floors and basement are currently in office use and are occupied by the Department for Transport. The ground floor is occupied by shops and other commercial uses. The application proposes the demolition of the building and its replacement with three linked buildings of between 8 and 9 storeys above the basement. The ground floor would again be for commercial uses whilst the basement and upper floors would be used for 160 flats of which 38 would be designated for affordable housing. The primary access for servicing would be via an existing service road at the rear of the building which is accessed from Page Street and exits onto Horseferry Road.

The key issues to consider in this case are:

- The land use change from offices to residential;
- The design and impact on the adjacent conservation areas;
- The amenity impact associated with the increased height of the buildings and the land use;
- The highway impact.

The provision of additional residential accommodation and on-site affordable housing is welcome. The existing building was constructed in the early 1990s and is of little merit. The replacement buildings are an improvement and would also improve the setting of a grade II listed building adjacent to the site. The development would impact to some extent on the amenity of occupiers in buildings on Horseferry Road and Page Street, but not to extent that would justify refusing the application. Car and cycle parking would be provided in the basement and the service road provides capacity for off-street servicing. The proposals are therefore in accordance with the NPPF, the London Plan, Westminster's City Plan: Strategic Policies and the UDP.

3. CONSULTATIONS

GREATER LONDON AUTHORITY:

Stage 1 response:

Generally acceptable in strategic planning terms but the application does not comply with the London Plan in terms of the entrance to Building C, inclusive design measures, the quantity of cycle parking, the amount of affordable family housing and the high proportion of single aspect north-facing units.

TRANSPORT FOR LONDON

No objection in principle. Cycle parking should be increased, the demand for disabled car parking spaces monitored and discussed held with TfL regarding the impact on the cycle hire stations and bus stop during construction. A contribution of £90,000 towards a cycle hire docking station should be secured by legal agreement.

THORNEY ISLAND SOCIETY

No objection in principle but reservations regarding the low percentage of affordable housing, the scale of the replacement buildings and the choice of materials.

WESTMINSTER SOCIETY

No objection.

ENVIRONMENT AGENCY

The use is appropriate in this flood zone provided the site passes the sequential test. The Flood Risk Assessment accurately assesses the risk of flooding, shows that the occupants will

have safe refuge above the predicted depth of flooding and an emergency plan can be implemented.

NATURAL ENGLAND

The proposals should be assessed against standing advice.

HOUSING MANAGER

The on-site affordable housing is welcome but the shortfall in provision is disappointing. Only 1 family-sized affordable housing unit is provided but it is recognised that a higher number would reduce the overall number of units. The social rent and intermediate rent levels should be in accordance with the agreed figures.

HIGHWAYS PLANNING MANAGER

No objection subject to conditions and legal agreement but the access to the car lifts are very tight.

ENVIRONMENTAL HEALTH

No objection subject to conditions. Some of the rooms have inadequate means of escape arrangements.

GO GREEN MANAGER

No objection. A carbon off-setting contribution of £131,760 should be secured by legal agreement.

DESIGNING OUT CRIME OFFICER

Any comments to be reported verbally.

ARBORICULTURAL MANAGER

There is no justification for the removal of the existing street trees. Further details of the irrigation requirements of the landscaping and the grey water storage should be secured by condition.

CLEANSING MANAGER:

No objection subject to condition.

ADJOINING OWNERS/OCCUPIERS AND OTHER REPRESENTATIONS

No. Consulted: 880; Total No. of Replies: 12.

Twelve letters of objection received from 10 parties raising the following points:

Land use

- Loss of smaller shops would prevent small traders gaining representation in Westminster.
- Loss of office space and employment.

Amenity

- Heavy traffic resulting in noise, congestion and pollution.
- The increase in height will affect local residents' views.
- Overlooking to neighbouring buildings.
- Light pollution.
- The development should not impact on Page Street allotments located against the boundary with the service road.

Highways

- The Marsham Street/Page Street junction is not adequate to meet the increase in traffic and there are two heavily used bus stops in the vicinity.
- There will be a cumulative impact on highway safety due to other developments in the area.

- A highway assessment should look at all of the developments in the area to assess the highway impact.
- No assessment of the increase in traffic has been made.
- Residents will avoid the valet parking service and use on-street facilities.

Design

- The new building is very unattractive and not an improvement on the existing.
- Building C appears as an afterthought, is worse than the other two buildings and will harm the setting of the Coroner's Court.
- The buildings are too dark.
- The gap between the buildings is of little benefit.
- Other
- Demolishing the relatively new building is a waste.
- Who will monitor security at the service road entrance when the Department for Transport leave?
- Insufficient justification for north facing units.

ADVERTISEMENT / SITE NOTICE: Yes.

4. BACKGROUND INFORMATION

4.1 The Application Site

No. 33 Horseferry Road forms part of Great Minster House; a building that was constructed in the early 1990s which is currently in commercial use on the ground floor with office use in the basement and on the upper floors. The 'L' shaped building faces north onto Horseferry Road and east onto Marsham Street. No.33 is also referred to as 'Great Minster North' and forms the north facing part of the building with the remaining part at 76 Marsham Street referred to as 'Great Minster East'.

No. 33 Horseferry Road is not located in a conservation area but is located close to both the Page Street Conservation Area which is to the south and the Medway Street Conservation Area which is to the north west. It is within the Core Central Activities Zone and a Flood Zone 3.

The building backs onto three residential buildings forming part of the Grade II listed Page Street development (Abady House, Edrich House and Bennett House) which are set over a service road serving Great Minster House. This road provides access to the rear of Great Minster House from Page Street through to Horseferry Road. Opposite the site on Horseferry Road are the Home Office and a group of buildings between No.84 and 104 that are in a variety of uses including residential use. The Westminster Coroner's Court is located to the west.

4.2 Recent Relevant History

Planning permission was granted for the redevelopment of Great Minster House on two occasions in the late 1980s with the latter permission granted on 10 May 1989 (RN: 88/06106/FULL) being implemented. This granted the redevelopment into offices (Class B1) above 17 ground floor commercial units (Classes A1, A2, A3 including food and drink uses). The mix and type of uses was secured by legal agreement.

In 1998, a change to the use of the commercial units to a car showroom on Marsham Street was approved (RN: 97/08511/FULL). The legal agreement was also amended to allow for this amalgamation of units 2-11. The current agreement no longer has a specific restriction on the

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6

number or use class of the units on the ground floor but does require four units to be for 'local convenience trades'.

Planning permission was granted at Great Minster East on 10 October 2012 (RN: 12/04809/FULL) for the retention of the reconfigured car retail showroom, provision of ground and basement car parking (37 spaces in total) and alterations to the rear service road in association with the use of the first to sixth floor levels as 60 residential units.

A further planning application relating to the ground floor car showroom (RN: 14/07702/FULL) is currently under consideration for the creation of two separate units comprising a retail supermarket (Class A1) and a retail/professional services unit (Class A1/A2).

5. THE PROPOSAL

The application proposes the demolition of the current building down to ground level and the construction of three replacement buildings comprising 160 flats above six commercial units on the ground floor. Two of the buildings, referred to as 'A' and 'B' in the application, extend to nine storeys above the basement level which would be retained across the site. The basement would be used for 97 car parking spaces that would serve the flats in addition to mechanical plant, waste/recycling areas and bicycle storage.

Buildings A and B share the same design and would be linked by a central pedestrian entrance accessed from Horseferry Road. The entrance would extend up to first floor level where access would be provided to a private landscaped garden for use by occupants of all three buildings. This garden would be installed over the existing access road to the rear of Great Minster House which serves both Great Minster East and Great Minster North. The third building, building 'C', would adjoin building B but would be set lower at eight storeys in height over the basement. This building is designated for use as affordable housing and would have a separate entrance from Horseferry Road. 38 of the total of 160 flats would be in this building and designated as affordable.

The commercial units on the ground floor would comprise of four retail units (Class A1) occupying 998m² and 2 units that could be used for either retail or café/restaurant use (Class A3) occupying the remaining 509m². The proposals also include the replacement of the public realm to the front of the building.

The application has been screened by the City Council in accordance with the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1999. An Environmental Statement was not considered necessary in this case.

6. DETAILED CONSIDERATIONS

6.1 Land Use

The land use changes proposed are summarised below in m² (GEA):

	Existing	Proposed	Change
Office (Class B1)	19,905	0	-19,905
Residential (Class C3)	0	22,868	+22,868
Commercial (Class A1/A2/A3/A4)	1,885	1,507 (Class A1/A3 only)	-378
Total	21,790	24,375	+2,585

The table shows that the main issues to consider are the loss of the existing office space, the impact of the residential use and the changes to the commercial space.

6.1.1 Loss of office use

The City Council does not have any policies in place that would prevent the loss of the office use. There are policies that encourage mixed-use development but residential use is prioritised in recognition of the lack of opportunities in Westminster for increasing the housing supply. The proposals could not therefore be resisted on these grounds on the basis of current policy.

6.1.2 Residential use

The proposals are for a total of 160 flats arranged across the three buildings of which 38 would be affordable. The table below shows the proposed housing mix:

Unit type	Open market	Affordable housing	Overall
1 bedroom	35	20	55 (34%)
2 bedroom	40	17	57 (36%)
3 bedroom+	47	1	48 (30%)
Total	122	38	160

S14 of Westminster’s City Plan: Strategic Policies (the ‘City Plan’) and H3 of the UDP encourage the provision of residential use which is welcome in principle. H5 requires 33% of the units to have at least three bedrooms to ensure an adequate supply of family-sized properties. 48 of the 160 units would meet this criterion which represents 30% of the total. Although this falls marginally short of the policy requirement, the mix is considered acceptable owing to the location of the building on a busy road and the limited amount of private amenity space.

The development is towards the higher end of Westminster’s housing density guide for this area of 250-500 habitable rooms per hectare at 464, but it should be noted that Horseferry Road forms the boundary with the higher density area to the north where habitable rooms per hectare are expected be in the range 400-850. Although these figures act only as a guide and each site should be assessed on its own merits, they do support the conclusion that the density of the proposals is reasonable.

Policy H8 of the UDP relates to the provision of homes for long term needs. The City Council expects all new housing units to meet the Lifetime Homes Standard which the development would adhere to. In all housing developments of 25 or more dwellings the Council requires 10% of the units to be wheelchair accessible or easily adaptable for this purpose. This has also been met. The GLA queried the provision of only a single lift in building C because a breakdown could prevent wheelchair users from accessing the upper floors but providing another lift core would reduce the amount of affordable housing. A single lift is considered reasonable for a building of this size but the Registered Provider of the affordable housing would have to agree to this arrangement in any event.

Policy H10 of the UDP relates to gardens and community facilities for housing developments. Policy H10 (A) states that the City Council will normally expect the provision of amenity space. In addition, Policy SOC 6 of the UDP requires children’s play space and facilities to be provided as part of new housing developments which include 25 or more family sized units.

The occupants of buildings A and B would have access to a private swimming pool and sauna located at first floor level. The provision of this amenity is welcome. Each south facing unit

would have access to a private balcony and the north facing units would all have a Juliet balcony which would improve the quality of the accommodation.

The development includes a private landscaped area at first floor level that would be created over the rear service road. In addition to reducing noise from delivery vehicles and residents' cars, the area would provide open space for residents of all three buildings. This is welcome because the site is identified in a priority area for additional public open space. The area would also provide the opportunity for accessible play space. Although details of the area have been provided, further clarity is required for the final design and a condition is recommended to this effect. Importantly the provision would exceed the 207.3m² required for a development of this size under the terms of the Mayor's 'Shaping Neighbourhoods: Play and Informal Recreation' SPG.

Affordable housing

The proposal would create 22,868m² of residential floorspace which triggers a requirement for 5,717m² of affordable housing under Policies S16 and H4. Policy H4 sets a hierarchy for this provision with a preference for on-site housing, followed by the use of an alternative site nearby and finally, where neither option is achievable, a payment in lieu for the amount of floorspace required. The City Council's current policy requires a tenure split of 60/40 in favour of social rented units against intermediate rent units.

The application includes 3,659m² of affordable housing on site in Building C. This floor space would be arranged into a total of 38 units comprising 20 x 1 bedroom, 17 x 2 bedroom and 1 x 3 bedroom units in accordance with the advice of the Housing Manager. The reason for the low proportion of larger units is due to the high cost of renting 3 bedroom units and the desire to maximise the number of properties on site which addresses an issue raised by the GLA. It has been confirmed that the tenure split will match the City Council's preference at 60/40 with the rent levels also set at a level agreed by the Housing Manager. The provision of this on-site affordable housing is welcome but there is a shortfall of 2,058m².

Following an independent review of the development's viability the applicants have agreed to meet the full amount that the development can provide whilst remaining viable. The contribution of £3,979,000 can be secured in the Section 106 agreement. The independent review confirmed that further on-site provision would undermine the viability of the scheme so the combined offer of 38 on-site units and the maximum payment in lieu is welcome. This offer addresses the comments made by the Thorney Island Society regarding the amount of affordable housing.

The planning obligations are summarised in paragraph 6.10 of this report.

6.1.3 Commercial use

The redevelopment would result in the loss of 378m² of commercial floor space. In the application, this has been presented as the loss of Class A1 retail space but the existing ground floor of Great Minster North contains a number of non-A1 uses. This reflects the deed of variation to the legal agreement which removed the restriction on the use class of these units. Many of the units have been subject to changes of use since the deed of variation was signed in 1998. The only remaining requirement in the agreement is for four units to be occupied by 'local convenience trades'.

An accurate breakdown of the existing uses has not been provided but only four of the units could be considered as genuine Class A1 retail units. These total approximately 466m² of retail space but the new scheme would provide a minimum of 998m². The redevelopment would therefore result in an increase of retail space for which there is general policy support through Policy S21 of the City Plan and SS5 of the UDP.

The general loss of commercial space is regrettable because of the associated economic impact. It is accepted, however, that in order to provide an appropriate entrance to the residential units and break up the massing of the building, the entrance between buildings A and B is a desirable feature of the redevelopment that reduces the amount of commercial space that can be provided. Furthermore, providing the necessary servicing areas, waste/recycling storage and bicycle storage to minimise the impact of the commercial uses also affects the size of the six units that are proposed.

In the event that the two units that may be used for café/restaurant use are both realised for this purpose, the proposals would result in 509m² of Class A3 floorspace which must satisfy TACE 10 of the UDP. Notwithstanding this, the total of amount of commercial floor space would be reduced and the existing uses include a significant amount of A3 and A4 floor space. In any event, the exceptional circumstances required under TACE 10 for entertainment uses on this scale are that these uses form part of a large redevelopment and a mix of commercial uses is desirable in order to serve the varied demands of both local residents and office workers.

In terms of the specific criteria set out within TACE 10, conditions are recommended to limit the number of customers within the two units and the opening hours. The new building caters for internal risers for ventilation and extraction, the servicing is provided off-street to the rear (refer to paragraph 6.4.3 of this report), waste and recycling storage are included inside the building and outdoor furniture would require a separate planning application.

6.2 Townscape and Design

The main issues to consider are the loss of the existing building, the impact of the proposed buildings and the provision of public art.

6.2.1 Loss of existing building

The existing building is typical of office buildings that were constructed in the early 1990s and is not of any special architectural interest. A number of the representations have referred to the demolition of the existing building as a waste given that it has only been in use for around 25 years and it is still useable as office space. Although these comments are noted, it is not possible to withhold planning permission on this basis. The sustainability credentials are discussed in paragraph 6.11.1 of this report.

6.2.2 Impact of proposed building

The proposed massing splits the building into three separate blocks in contrast to the existing building which stretches across the plot. The division of buildings A and B creates interest in the frontage and reduces the massing. The gap creates a visual focal point for the entrance lobby which would be accentuated by public art which is proposed in this location. The building line in the front elevation is stepped back in the centre of buildings A and B to further reduce their massing. This is enhanced by a change in materials which would emphasise the break in the façade.

These design features help to compensate for the additional height which would increase from 25.3m to 31m when measured to parapet height of the existing and proposed buildings. The overall height would increase from 28.4m to 34.3m but the top of the plant enclosure on the existing building and the top of the 8th floor of the proposed building are both set back from the front building line.

The replacement building would adjoin Great Minster East which, together with the application site at Great Minster North, forms Great Minster House and is therefore of the same design and character. The height of the replacement building to parapet level (the main part of the building without the set-back 8th floor) would increase by approximately 2 metres compared to

the retained building at Great Minster East. The design respects the proportions of this retained building by stepping down at its eastern end to link more sympathetically with its neighbour. It should be noted that this building is proposed to be altered at 6th floor level in association with its conversion to residential use on the upper floors.

To the west of the site lies The Westminster Coroner's Court which is a grade II listed building. One of the intended design benefits of the proposals is the relationship with this building. Building C would rise above the relatively minimal form of the Court building but a balance has been struck in the composition of the west elevation. A predominantly blank elevation with only limited detailing and finished with a buff coloured brick would provide an improved background to the Court building. The red brick elevation of Great Minster North results in the form and interest of the Coroner's Court being lost in the most prominent views from the west. The detailing attempts to strike a balance between delivering a plain façade as a 'frame' for the Court building and providing a degree of interest in the elevation with windows to serve the residential units inside. Whilst the proposals are of greater mass than the existing building, this is not considered to harm the setting of the Court building or the appearance of the street in general.

To the rear a garden is proposed at first floor level which would soften the rear elevation when viewed from the south and provide valuable amenity space for residents.

The proposals use a rich palette of materials which reference traditional materials. The surrounding buildings incorporate a mixture of materials and although the proposals are darker generally in tone than some of the neighbouring buildings, they are considered to be high quality and the glazed finished will help reflect light into the street. The materials follow the modern appearance of this part of Horseferry Road and are therefore appropriate for the character and appearance of the area.

6.2.3 Public art

Policy DES 7 of the UDP encourages the provision of integrated public art within large redevelopment schemes. The applicants have instructed Moritz Waldemeyer to design a scheme for the entrance area between buildings A and B. It was understood that the scheme would occupy part of the landscaped area to the front of the entrance in addition to the lobby but the latest concept details suggest most of the artwork would be internal. The design concept and the general location are acceptable but the precise location is not. It is therefore considered appropriate to condition final details which will enable the location and final appearance to be addressed.

6.3 Amenity

The key issues to consider are the impact on the daylight and sunlight available to neighbouring buildings, the impact on the sense of enclosure and privacy when viewed from those buildings, the noise from plant equipment, the noise levels and daylight/sunlight levels inside the proposed flats and the impact resulting from construction which was raised in a number of representations.

In assessing applications for new development, the City Council has regard to the standards for daylight and sunlight as set out in the Building Research Establishment (BRE) guidance 'Site Layout Planning for Daylight and Sunlight (2011)'. The guidance relates to both the impact of development on neighbouring buildings and the amount of natural light within new developments.

It should be noted that the BRE guidance makes special mention of the need to interpret its guidance flexibly where there are other competing issues. Due to the dense urban nature of Westminster, many residential properties fall below the standards set out in BRE guidelines, and it is not uncommon for new developments to fall below the standard.

There are three buildings or groups of buildings that would be affected to some degree by the replacement buildings. The extant planning permission to use the upper floors of Great Minster East for residential purposes is a material consideration. The three residential buildings on the Page Street development to the south are a second, and the group of buildings across Horseferry Road to the north form the third.

6.3.1 Daylight / sunlight impact

The application is supported by a Daylight and Sunlight Report that analyses the impact of the development on the amount of natural light available to neighbouring buildings. The BRE guidelines state that daylight levels may be adversely affected if the Vertical Sky Component (VSC) measured at the centre of an existing main window is less than 27% and less than 0.8 times its former value. Although a failure to meet this criterion does not necessarily mean that a proposal is unacceptable, it does provide planning authorities with a guide assessing the impact of development on neighbouring properties.

With regard to the impact on sunlight the BRE guidelines recommend that windows should only be considered if they face within 90 degrees of due south. The guidelines state that rooms will appear reasonably sunlit provided that they receive 25% of annual probable sunlight hours (APSH), including 5% in winter. A room will be noticeably affected if it receives less than this and will be reduced by more than 20% of its former value.

Great Minster East

This building lies to the east of the application site and the report demonstrates full compliance with the BRE guidelines.

Abady House, Edric House and Bennett House

These buildings are to the south of the application site and the report demonstrates no significant impact with regard to sunlight.

With regard to the daylight impact, the report shows that Abady House would fully comply with the guidelines. 22 windows in Edric House would be affected beyond 0.8 times the existing value. However, the report shows that the impact is between 20.08% and 23.03% and therefore only marginally beyond the 20% guidance. It is not considered that this marginal breach would justify refusing planning permission.

The report shows that all of the 48 north facing windows in Bennett House would experience a reduction in VSC beyond 0.8 times their existing value. The range of the impact is between 20.99% and 31.91%. The extent of the impact and the number of windows affected are a breach of the guidelines but the specifics of the site such as the use of the windows and the layout of the affected flats must be considered. Planning history shows that all of the living rooms in the flats in this part of Bennett House are dual aspect with further window openings on the opposite (south facing) elevation. Although these would be shadowed to some extent by covered walkways, it would be difficult to substantiate refusal on the degree of impact given the dual aspect of the main living space.

Some of the remaining windows serve kitchens. Although an impact on these rooms is regrettable, it is often the case that new build developments contain kitchens without any window openings. For example, the plans for the units in this development at 33 Horseferry Road show the majority of the units with open plan living room/kitchens without windows serving the kitchens. Furthermore, some of the flats in Bennett House have two windows serving their kitchens which would reduce the impact. The remaining windows serve bedrooms which are considered to be less sensitive to reductions in VSC.

Horseferry Road

The report shows that each of the buildings between 94A and 86 Horseferry Road would experience a reduction in the amount of daylight they receive to their front windows that is

beyond the BRE guidelines. For 94A and 94 Horseferry Road, the windows would retain a good level of daylight with a VSC close to or in excess of 16% which is reasonable for an area such as this. Numbers 88, 90 and 92 are all single dwelling houses that would experience reductions to all of their front windows beyond the BRE guidelines. The impact would range between 28.89% and 31.35% so the occupants of these buildings would notice the impact of the development. 86 Horseferry Road would also experience reductions up to 31.62% but the flats on the upper floors of this building also benefit from openings in the side elevation onto Monck Street.

84 Horseferry Road would also experience an impact in breach of the guidelines but some of the affected rooms benefit from additional windows facing to the east and west which would experience only a very minor impact. It is also noted that many of the affected windows already suffer from very low levels of daylight which exacerbates the impact when expressed as a percentage.

The report shows a material reduction in sunlight to five windows in 84 Horseferry Road. 2 of these serve the first floor nursery which benefits from further openings elsewhere in the building. Of the remaining three windows, two are understood to serve bedrooms which benefit from balcony access and the third serves a larger room with additional openings. The impact is not therefore considered to be materially harmful.

6.3.2 Sense of enclosure / privacy

Great Minster East

The main views from the new apartments are to the west such that the impact would be limited to the northernmost units. The replacement building would not project beyond the existing building line at the rear so it would only be viewed at an oblique angle from the upper floors of Great Minster East. Given the increase in height of 5.7m relative to the existing of which 3.3m would be set back on the top floor, it is not considered that the impact on these units would be significantly harmful.

Abady House, Edric House and Bennett House

These three residential blocks are set at a slight angle to the application site such that Bennett House is the closest. This building is also opposite building A which, together with building B, represents the tallest part of the proposed development.

The application site has been viewed from north facing windows in Bennett House which, as the closest of the three buildings, has the potential to suffer to the greatest extent. The existing building is visible from all of the rear facing windows but given the distance between the two elevations it is not considered that the extra height in comparison to the existing would be significantly harmful to the affected flats. The 8th floor would be set back sufficiently such that it would not be visible from the top floor of Bennett House. The difference between the highest point of the existing plant enclosure and the parapet of the new buildings, effectively the highest point when viewed from Bennett House, is 2.6 metres. Relative to the existing height of the building it is not considered that this would be materially harmful.

Representations referred to the potential overlooking back from the rear terraces of the new flats towards the Page Street buildings. At the closest point the buildings would be more than 14 metres away which is considered reasonable for this urban location.

Horseferry Road

84 Horseferry Road is in use as a nursery on the first floor and although this use is considered to be sensitive to changes in levels of amenity, the impact on the sense of enclosure would not be material given this use and the scale of change compared to the existing building. The building is in residential use as flats on the floors above but it is effectively the side of the building that fronts Horseferry Road. The flats that are closest have openings to the west and east which reduces the impact from the windows opposite the site. These windows would

also benefit to some extent from the gap between buildings A and B which would break up the massing from these views.

In addition to the daylight/sunlight impact on the terraced group of properties between 94A and 86 Horseferry Road, these buildings would also experience an increased sense of enclosure owing to the increase in height in the replacement building. Notwithstanding this, Horseferry Road is a wide highway and it is reasonable to expect a redevelopment of Great Minster North to result in a taller building given the need for residential development in central locations. In the context of the surrounding pattern of development, the character of the area and the comments regarding density in paragraph 6.1.3, it could not be argued that the impact on the terrace of properties is unreasonable in terms of the sense of enclosure.

6.3.3 Noise impact from mechanical plant

There are three areas designated for the installation of mechanical plant which are in the basement underneath buildings A and C, at ground floor level by the reception and on the roof between buildings A and B. The roof level plant would be located between the two residential units at this level which would allow the screening to blend with the main part of the building.

The noise survey report that supports the application provides details of the background noise levels and establishes the limits that the plant units would have to adhere to in order to comply with ENV 7 of the UDP which protects neighbouring residents from noise disturbance. The Environmental Health Officer raised no objection to the principle of the plant which should be able to meet the criteria. As the units have not yet been chosen a supplementary report will be required to demonstrate compliance including details of any mitigation measures. A condition is recommended to this effect.

6.3.4 Internal noise levels within proposed residential

The noise report states that high performance acoustic laminated double glazing will be required in the Horseferry Road elevation to ensure the internal noise levels will be acceptable. The buildings have been designed to ensure that opening windows to avoid overheating would not be necessary as mechanical ventilation would be available to all of the units.

The Environmental Health Officer raised a query regarding the means of escape arrangements. The applicants have been advised of this issue and the architects have clarified that this can be addressed through the Building Regulations.

6.3.5 Daylight / sunlight levels in proposed units

An internal daylight and sunlight report has been submitted to assess the amount of natural light that the new units would receive. The City Council uses the Average Daylight Factor (ADF) which provides a comprehensive assessment of the daylight provided to each habitable room. The BRE guidance states that, as a recommendation, kitchens should achieve 2%, living rooms 1.5% and bedrooms 1% ADF. The sunlight levels are assessed as per the APSH explained in paragraph 6.3.1.

The report shows that the living room/kitchens of 8 of the units in Building A closest to Great Minster East would fail to comply with the guidance. This is due in part to the configuration of the rooms as the buildings overlap with Great Minster East. In addition, it is inevitable that the proximity of the neighbouring building impacts to some extent on the amount of daylight available. There are 4 further breaches in other locations within Building A but these are only marginally beyond the guidance and reflect the deeper floor plate of the affected units. There are just 2 breaches affecting Building B but these are only marginal breaches of the ADF guidance. Building C initially showed 12 breaches of the guidance but additional windows have been introduced to serve six of these units so they would all now be dual aspect. The

remaining six breaches are all marginally below the guidance and acceptable for an urban area such as this.

The report shows a number of breaches beyond the BRE sunlight guidance but many of the affected living rooms have access to external balconies. The majority of the breaches affect the overall hours of sunlight across the year rather than during the winter so occupants would be able to make use of their balconies during the summer months.

Overall the report demonstrates that all of the flats across the development would receive good levels of daylight and sunlight, particularly given the central location.

6.3.6 Impact from construction

It is acknowledged that the demolition of the building and the construction of the replacement would result in disruption for the local highway network and local residents. A number of the representations have referred to these impacts, particularly given the cumulative impact with other developments in the vicinity. Notwithstanding these impacts, there is no provision within planning legislation for the City Council to refuse planning permission on the basis of the impacts arising from construction. It is reasonable to seek to minimise any disruption and measures can be applied through a Construction Management Statement (CMS) to address the highway issues. A CMS has been submitted and although the document is useful, a further statement is required by condition to ensure that all of the necessary details are included. This will also allow for coordination with any other simultaneous developments which is a specific concern for local residents.

The Code of Construction Impact would be monitored by Environmental Health Officers. This document can be secured in the legal agreement required for this proposal in addition to funding to compensate the City Council for the associated monitoring costs.

An Air Quality Assessment has been submitted to identify the potential effects on the local environment during demolition and construction in accordance with S31 of the City Plan. These effects would be monitored by Environmental Health as part of a Construction Environmental Management Plan (CEMP) secured as part of the legal agreement. Transport for London requested that they be kept informed of development at the site to ensure that disruption to bus stops and a cycle hire docking station can be minimised. An informative is recommended to this effect.

6.4 Transportation / Parking

The key issues to consider are the car parking arrangements, the provision of cycle parking and the servicing for the commercial units. The proposals do not include any changes to the accesses from Page Street or onto Horseferry Road which both offer good visibility.

6.4.1 Car parking

The development would provide a total of 103 car parking spaces but six of these are required to serve the residential units in the approved development at Great Minster East. The remaining 97 spaces would be provided at ground floor level to the rear and in the basement where some of the cars would be double stacked. Access would be provided from the service road via a car lift with separate access provided for vehicles entering and leaving the site to prevent obstruction.

The GLA and Transport for London both encouraged a reduction in the level of car parking owing to the quality of public transport links but did not object on this point, noting that the amount proposed is in accordance with the London Plan. The City Council's UDP Policy TRANS 23 requires 1 space for each unit which the 97 spaces would not meet. Although demand in excess of this number of spaces would generate additional demand for on-street

parking, the Highways Planning Manager did not consider that the impact would be detrimental to parking stress levels provided a number of measures are imposed by condition and legal agreement.

These measures include car club membership for all eligible occupiers of the development for a 25 year period. The car parking spaces are to remain unallocated to allow the most efficient use of the space. The GLA requested that four spaces are provided specifically for disabled users of Building C. The legal agreement can allow for this and, in the event that the spaces are not required, return them to unallocated use. Parking would be controlled by a valet so that the stacker and lift arrangement works efficiently. These measures can be controlled in the legal agreement in addition to a maintenance management plan for the car lifts. Electric car charging points would also be provided for 20% of spaces with passive provision for all of the spaces made available. This can be controlled by condition. It is also noted that the basement level provides for 12 motorcycle parking spaces in addition to the car parking which is welcome.

In their Stage 1 consultation response the GLA refer to the car parking only being available to residents in buildings A and B but the applicant has confirmed that all residents across the 160 units would be able to utilise the car parking.

The application is supported by a Travel Plan which sets out measures by which residents will be encouraged to make use of public transport and local car clubs. A condition is recommended to secure the benefits associated with implementing the Plan.

6.4.2 Cycle parking

The plans show provision for 202 safe and secure bicycle parking bays in the basement. 10 additional spaces would be provided on the public highway which would be accessible for members of the public visiting the commercial units. The provision complies with TRANS 10 of the UDP and the London Plan and addresses initial concerns raised by Transport for London and the GLA.

Transport for London have requested a financial contribution towards expanding the cycle hire docking station on Horseferry Road but as the development is expected to lead to a reduction in trips due to the reduced commercial floorspace, the request cannot be supported.

6.4.3 Servicing

The layout of the access road to the rear of the building provides a designated area for delivery lorries to park and offload which would prevent an obstruction. In addition to this designated space, the access road is wide enough to accommodate smaller vans whilst allowing other vehicles to pass. The proposals would result in a reduction in the amount of commercial space so it is reasonable to expect the amount of servicing to reduce in comparison to the existing situation. The Highways Planning Manager noted that the exit is sufficient for large lorries to manoeuvre and is satisfied that the provision for servicing is sufficient.

A number of residents referred to difficulties at the access from Page Street but the Highways Planning Manager has confirmed that the proposals are likely to reduce vehicle movements once the development is complete. Although concerns for public safety are noted, the expected reduction in vehicle movements should ultimately improve safety in this location.

6.5 Economic Considerations

Although the proposals would result in the loss of office space the City Council's policy position recognises that the land use priority is the creation of residential accommodation. Increasing the resident population would help to sustain local businesses including the

replacement units at ground floor level. The reduction in commercial floorspace at this level of 378m² is regrettable but it is accepted that a feature entrance is required for a residential development of this scale. There are also design benefits to breaking up the façade of the building which justifies this loss of commercial space.

A representation referred to the loss of smaller commercial units and fears that this would prevent smaller traders from opening businesses in the new building. The proposals do, however, provide a mix of unit sizes so it is not considered that this would represent a problem.

6.6 Access

All of the ground floor commercial uses would have level access from the pavement. The Lifetime Homes and wheelchair accessible measures outlined in paragraph 6.1.2 are welcome. Valet parking for residents from ground floor would be secured as part of the legal agreement.

6.7 Other UDP / Westminster Policy Considerations

None relevant.

6.8 London Plan

The application was referred to the Mayor of London under the provisions of the Town and Country Planning (Mayor of London) Order 2008. The GLA raised a number of issues as part of its Stage 1 response which have been addressed as far as possible in the application. The amount of affordable housing cannot be increased further due to design and viability constraints, the amount of play space has been quantified and is in excess of the London Plan requirements, the number of north facing units has been minimised, the design of the residential entrance to Building C has been enhanced, mobility scooter storage cannot be accommodated without compromising other parking (car or cycle) and the cycle parking across the site has been improved to 212 spaces.

6.9 National Policy / Guidance Considerations

Central Government's National Planning Policy Framework (NPPF) came into effect on 27 March 2012. It sets out the Government's planning policies and how they are expected to be applied. The NPPF has replaced almost all of the Government's existing published planning policy statements/guidance as well as the circulars on planning obligations and strategic planning in London. It is a material consideration in determining planning applications.

Until 27 March 2013, the City Council was able to give full weight to relevant policies in the Core Strategy and London Plan, even if there was a limited degree of conflict with the framework. The City Council is now required to give due weight to relevant policies in existing plans "according to their degree of consistency" with the NPPF. Westminster's City Plan: Strategic Policies was adopted by Full Council on 13 November 2013 and is fully compliant with the NPPF. For the UDP, due weight should be given to relevant policies according to their degree of consistency with the NPPF (the closer the policies in the plan to the NPPF, the greater the weight that may be given).

The UDP policies referred to in the consideration of this application are considered to be consistent with the NPPF unless stated otherwise.

6.10 Planning Obligations

The applicants have put forward proposed draft heads of terms for a Section 106 legal agreement, in line with the Council's SPG on Planning Obligations, which can be summarised as follows:

- 38 affordable housing units in Building C with a tenure split of 60/40 in favour of social rented units against intermediate rent units and a commuted sum payment of £3,979,000 towards the City Council's Affordable Housing Fund;
- Education payment of £298,440 in line with the formula set out in the Council's Supplementary Planning Guidance on Planning Obligations;
- A payment towards enhancing the public realm of £200,000
- A financial contribution of £63,000 towards monitoring the increased demand for on-street car parking;
- Car club membership for all eligible occupiers of the flats for a period of 25 years;
- A Construction Environmental Management Plan in accordance with the City Council's Code of Construction Practice and a financial contribution of £29,020 p.a. towards the City Council's costs of monitoring the Plan;
- A carbon off-setting payment of £131,760 to address the shortfall in reducing the carbon emissions of the building;
- The provision of the open space and play space at the rear of the site.

Other clauses which are required as part of a Section 106 agreement include:

- A legal agreement under Section 278 of the Highways Act to control the proposed works to the public highway;
- A servicing management strategy for the ground floor commercial units;
- A residential parking management plan;
- A shopfront and advertisement design strategy and their provision within a tenant's handbook;
- 24hr concierge for residents' car parking;
- Unallocated car parking spaces with the exception of 4 spaces for disabled occupiers where required;
- A maintenance plan for the car lifts.

In this instance a Crossrail contribution is not required as there is no net increase in commercial floorspace.

6.11 Environmental Assessment including Sustainability and Biodiversity Issues

The key issues to consider are the sustainability of the development, biodiversity, trees and landscaping, the flood risk and refuse/recycling. The application was screened for its environmental impact in accordance with the Environmental Impact Assessment Regulations which resolved that an Environmental Statement was not required.

6.11.1 Sustainability

The application is supported by a sustainability assessment and an energy statement. The Go Green Manager requested further information on a number of items which has been provided. The details in the reports set out how the development would make savings beyond the 2013 Building Regulations as required by policy 5.2 of the London Plan. These savings should be made by:

- Being lean – using less energy;
- Being clean – supplying energy efficiently;
- Being green – using renewable energy

Savings of 10.7% over the Building Regulations would be made by 'Being Lean'. Further information has been provided to show that the property will be made suitable for connection to a District Heating Network should one become available in the future. This addresses an initial concern raised by the Go Green Manager regarding 'Being Clean'. With regard to 'Being Green', the proposals include solar panels to the roof which are welcome. Overall the development would make savings of 21.52% against the Building Regulations. Although this falls short of the London Plan's 35% target, the remaining carbon impact can be off-set by way of a financial contribution to the City Council to put towards funding the reduction off-site.

The development would meet Code for Sustainable Homes level 4 which is considered acceptable. The ground floor commercial units are only being constructed to 'shell and core' condition for future tenants and initially achieved on a 'pass' rating under BREEAM. The units have been re-assessed and are expected to meet the 'very good' standard expected by the City Council. A condition securing this can therefore be imposed.

6.11.2 Biodiversity

An ecological survey report has been undertaken to assess the value of the existing building and site. The report notes that the site is within 1km of 9 Sites of Importance for Nature Conservation but there is no connectivity with them. The site is considered to be of little ecological value in its present state so the proposals to introduce the landscaped area at first floor level provide an opportunity to enhance the biodiversity. The report suggests planting species that would maximise the opportunity to achieve this which can be addressed through the landscaping condition. Natural England raised no objection to the proposals.

6.11.3 Trees and landscaping

The provision of the raised landscaping area to the rear set out in paragraph 6.1.2 is welcome. The only other area of soft landscaping is on the public realm to the front of the site where the application proposes the replacement of 12 existing trees with 6 semi-mature London Planes.

The Arboricultural Manager is not satisfied that the removal of the existing trees has been justified. The main purpose is to match the trees on the north side of Horseferry Road but there is no evidence to document whether factors such as the location of services have been considered. The reduction in the number and variety of the specimens also has not been justified. Although none of the existing trees are mature and of significant amenity value, without a reason for their removal they should be retained. Details of this element of the landscaping can be resolved by condition.

The rear landscaping area would be served by harvested rainwater that would be stored in the basement. The design of the landscaping infrastructure has also been clarified to demonstrate that the size of the rainwater tank should be sufficient to address the watering needs of the landscaping. As the final soft landscaping arrangements details are yet to be resolved, details of the storage are required by condition to ensure that the capacity would be sufficient for the site without relying on mains watering.

An informative is also recommended to advise of the potential for shadowing to the ground floor area of the Page Street buildings and for the layout and choice of planting to address this.

The applicant has confirmed that they are willing to provide a payment of £200,000 towards the enhancement of the public realm in the vicinity of the site. It is understood that there have been recent discussions with City West Homes regarding works to the Page Street development at the rear of the site which may benefit from a portion of the finding. Specific projects for the funding will, however, be resolved in the Section 106 agreement.

6.11.4 Flood risk

The application site lies within a Flood Zone 3 and the Rapid Inundation Zone which is the area affected in the event of a breach of the Embankment Wall and the Thames Barrier which decrease the flood risk to about 1 in 1000 annual probability. The commercial and residential uses are classified by the Environment Agency as 'more vulnerable' uses.

The NPPF requires new development in Flood Zone 3 to pass the Sequential Test as a first step. This is to ensure that development cannot be located on an alternative site at a lower risk of flooding. The density of development in Westminster, the associated shortage of land and the extent of the Flood Zone 3 designation are such that new residential development, established as a priority within the City, is considered to satisfy the requirements of the Sequential Test in this location.

In accordance with the NPPF and S30 of the City Plan, more vulnerable development must also pass the Exception Test. The proposals satisfy the first part of this test because the provision of more housing is in accordance with wider sustainability benefits to the community. Secondly, the Flood Risk Assessment submitted in support of the application demonstrates that the development would be safe over its lifetime and would not increase flood risk elsewhere.

The Environment Agency raised no objection on this basis. The Flood Risk Assessment suggested a number of measures to mitigate the impact of a flood event on a building and an informative is recommended to advise the applicant of this guidance. The document also suggested that the ground floor commercial units should have access to the first floor garden as a refuge but as the current units do not have access to the first floor the proposals do not worsen the existing situation.

6.11.5 Waste/recycling

The proposals have been discussed with the Cleansing Manager who is satisfied that the proposed arrangements are appropriate. The ground floor commercial units would have access to two separate waste/recycling areas away from the residential areas. The locations would ensure that the stored waste/recycling could easily be taken to the rear of the building for collection. The swept path analysis shows that collection lorries would be able to negotiate the 'underpass' through the Horseferry Road, as per the existing arrangement.

6.12 Other Issues

The replacement buildings would be aligned with the back of the pavement. The service road entrance and exit would be protected by security gates and the rear of the site by the existing brick boundary wall. The only other accessible area is the landscaped area to the front of the entrance into Buildings A and B but this would be watched over by the 24 hour concierge. There are no blank façades or any identifiable areas susceptible to crime or anti social behaviour.

6.13 Conclusion

Paragraph 6.3.1 of this report outlined the daylight/sunlight impact on Bennett House and the properties opposite the application site on Horseferry Road. In determining the application it is necessary to balance the benefits of the proposal against the more detrimental effects such as the identified loss of daylight and sunlight. In this regard the proposals would result in land use benefits including the provision of on-site affordable housing. The applicant has agreed to meet the full list of planning obligations including a payment in lieu of providing the remaining affordable housing units on-site. Given the extent of the impact and the circumstances discussed in paragraph 6.3.1, it is not considered that the amenity impact would justify refusal of the application when balanced against the planning benefits.

The proposals are therefore considered acceptable and are in accordance with the NPPF, the London Plan, the City Plan and the UDP.

BACKGROUND PAPERS

1. Application form
2. Letter and Stage 1 report from Greater London Authority dated 01.10.14
3. Letter from Thorney Island Society received 15.08.14
4. Letter from Westminster Society dated 05.08.14
5. Letter from Transport for London dated 18.08.14
6. Letter from Environment Agency dated 13.08.14
7. Letter from Natural England dated 05.09.14
8. Memorandum from Housing Manager dated 11.11.14
9. Memorandum from Highways Planning Manager dated 22.10.14
10. Memorandum from Environmental Health dated 05.09.14
11. Email from Environmental Health dated 15.09.14
12. Email from Go Green Manager dated 14.10.14
13. Memoranda from Arboricultural Manager dated 30.10.14 and 13.10.14
14. Memorandum from Cleansing Manager dated 06.08.14
15. Letter from owner/occupier of 33 Edric House dated 08.08.14
16. Letter from owner/occupier of Flat 7, 26 Medway Street dated 08.08.14
17. Email from owner/occupier of 5 Regency House dated 15.08.14
18. Letter from owner/occupier of 66 Bennett House dated 16.08.14
19. Two emails from owner/occupier of Hide Tower dated 17.08.14 and 13.10.14
20. Email from owner/occupier of 67 Probyn House dated 19.08.14
21. Email from owner/occupier of Probyn House dated 21.08.14
22. Letter from owner/occupier 33 Horseferry Road dated 27.08.14
23. Two emails from owner/occupier of 84 Rogers House dated 09.09.14 and 19.10.14
24. Email from owner/occupier of 95 Rogers House dated 08.10.14

IF YOU HAVE ANY QUERIES ABOUT THIS REPORT OR WISH TO INSPECT ANY OF THE BACKGROUND PAPERS PLEASE CONTACT VINCENT NALLY ON 020 7641 5947 OR BY E-MAIL – vnally@westminster.gov.uk

DRAFT DECISION LETTER

- Address:** 33 Horseferry Road, London, SW1P 2AA
- Proposal:** Demolition of Great Minster North and redevelopment to provide up to 160 residential units in three buildings; two at first to eighth floor level and one at first to seventh floor level with private balconies and terraces. Retail at ground floor level to include four retail units (Class A1) and two flexible retail/restaurant units (Class A1/A3). Associated parking at basement level and landscaped communal area above retained service road. Installation of mechanical plant at basement, ground and eighth floor levels and solar panels at roof level.
- Plan Nos:** Existing plans ST-EX: 00-000 P1, 02-109 P0, 02-100 P0, 02-111 P0, 02-112 P0, 02-113 P0, 02-114 P0, 02-115 P0, 02-116 P0, 03-101 P0, 03-102 P0, 03-103 P0, 04-112 P0, Proposed plans ST-PR: 02-099 P0, 02-100 P2, 02-101 P1, 02-102 P1, 02-103 P1, 02-104 P1, 02-105 P1, 02-106 P1, 02-107 P0, 02-108 P1, 02-109 P1, 02-201 P0, 02-202 P0, 02-206 P0, 02-208 P0, 02-221 P1, 02-222 P1, 02-226 P0, 02-228 P0, 03-100 P1, 03-101 P0, 03-102, 03-110 P0, 03-111 P0, 03-120 P0, 03-121 P0, 03-122 P1, 04-100 P0, 04-111 P0, 04-112 P0, 04-121 P0, 04-131 P0, 04-140 P0, Additional plans ST-SK: 0015, 0016, 0018 A, Details of Play Strategy, Town Planning Statement dated 11.07.14, Statement of Community Involvement dated July 2014, Design and Access Statement dated July 2014, Townscape, Visual Impact and Heritage Assessment dated July 2014, Daylight and Sunlight 7469 dated 25.06.14, Internal Daylight and Sunlight Report dated 03.07.14, Transport Assessment dated July 2014, Framework Travel Plan dated July 2014, Noise Survey Report dated 11.07.14, Air Quality Assessment Revision 1.0 dated 09.07.14, Ecological Survey Report V2 dated 24.06.14, Flood Risk Assessment Issue 6 dated July 2014, Sustainability Statement Revision 2.0 dated 11.07.14, Energy Statement by Norman, Disney and Young, Response to Planning Application comments by Norman, Disney and Young dated 10.10.14, Connection to Future District Heating System Network by Norman, Disney and Young dated 10.10.14, Construction Management Plan by Buro Four.

Case Officer: Michael Drake

Direct Tel. No. 020 7641 4184

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 You must carry out any building work which can be heard at the boundary of the site only:

- * between 08.00 and 18.00 Monday to Friday;
- * between 08.00 and 13.00 on Saturday; and
- * not at all on Sundays, bank holidays and public holidays.

Noisy work must not take place outside these hours. (C11AA)

Reason:

To protect the environment of neighbouring residents. This is as set out in S29 and S32 of Westminster's City Plan: Strategic Policies adopted November 2013 and ENV 6 of our Unitary Development Plan that we adopted in January 2007. (R11AC)

- 3 You must apply to us for approval of samples of the 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 any work on these parts of the development until we have approved what you have sent us. You must then carry out the work using the approved materials. (C26BC)

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 S28 of Westminster's City Plan: Strategic Policies adopted November 2013 and DES 1 and DES 5 or DES 6 or both of our Unitary Development Plan that we adopted in January 2007. (R26AD)

- 4 You must apply to us for approval of sample panels of the following parts of the development - all external brickwork. 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 details. (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 S28 of Westminster's City Plan: Strategic Policies adopted November 2013 and DES 1 and DES 5 or DES 6 or both of our Unitary Development Plan that we adopted in January 2007. (R26AD)

- 5 You must submit detailed drawings at a scale of 1:10 with sections at 1:5 of the following parts of the development:
- i) Windows
 - ii) Doors
 - iii) Single storey ground floor entrance
 - iv) Balcony railings

You must not start work on these parts of the development until we have approved what you have sent us. You must then carry out the works according to the approved details.

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 S28 of Westminster's City Plan: Strategic Policies adopted November 2013 and DES 1 and DES 5 or DES 6 or both of our Unitary Development Plan that we adopted in January 2007. (R26AD)

- 6 You must provide each cycle parking space shown on the approved drawings prior to occupation. Thereafter the cycle spaces must be retained and the space used for no other purpose without the prior written consent of the local planning authority.

Reason:

To provide cycle parking spaces for people using the development as set out in TRANS 10 of our Unitary Development Plan that we adopted in January 2007.

- 7 **Pre Commencement Condition.** No development shall take place, including any works of demolition, until a construction management plan for the proposed development has been submitted to and approved in writing by the City Council as local planning authority. The plan shall provide the following details:
- (i) a construction programme including a 24 hour emergency contact number;
 - (ii) parking of vehicles of site operatives and visitors (including measures taken to ensure satisfactory access and movement for existing occupiers of neighbouring properties during construction);
 - (iii) locations for loading/unloading and storage of plant and materials used in constructing the development;
 - (iv) erection and maintenance of security hoardings (including decorative displays and facilities for public viewing, where appropriate);
 - (v) wheel washing facilities and measures to control the emission of dust and dirt during construction; and
 - (vi) a scheme for recycling/disposing of waste resulting from demolition and construction works.

You must not start work until we have approved what you have sent us. You must then carry out the development in accordance with the approved details.

Reason:

To protect the environment of residents and the area generally as set out in S29 of Westminster's City Plan: Strategic Policies adopted November 2013 and STRA 25, TRANS 23, ENV 5 and ENV 6 of our Unitary Development Plan that we adopted in January 2007.

- 8 The development shall only be operated in full accordance with the submitted Framework Travel Plan dated July 2014.

Reason:

To minimise private car journeys and to make sure that the development provides the sustainability features included in your application as set out in S41 of Westminster's City Plan: Strategic Policies adopted November 2013 and TRANS 1 of our Unitary Development Plan that we adopted in January 2007.

- 9 None of the ground floor commercial units shall be brought into use until a servicing management plan has been submitted to and approved in writing by the City Council as local planning authority.

Reason:

To avoid blocking the surrounding streets and to protect the environment of people in neighbouring properties as set out in S42 of Westminster's City Plan: Strategic Policies adopted November 2013 and STRA 25, TRANS 20 and TRANS 21 of our Unitary Development Plan that we adopted in January 2007. (R23AC)

- 10 You must provide each car parking space shown on the approved drawings and each car parking space shall only be used for the parking of vehicles of people living in the residential part of this development. (C22BA)

Reason:

To provide parking spaces for people living in the residential part of the development as set out in STRA 25 and TRANS 23 of our Unitary Development Plan that we adopted in January 2007. (R22BB)

- 11 Pre Commencement Condition. No development shall take place, including any works of demolition, until a construction logistics plan for the proposed development has been submitted to and approved in writing by the City Council as local planning authority in consultation with Transport for London (see informative 13).

Reason:

To protect the environment of residents and the area generally as set out in S29 of Westminster's City Plan: Strategic Policies adopted November 2013 and STRA 25, TRANS 23, ENV 5 and ENV 6 of our Unitary Development Plan that we adopted in January 2007.

- 12 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 S41 of Westminster's City Plan: Strategic Policies adopted November 2013 and TRANS 2 and TRANS 3 of our Unitary Development Plan that we adopted in January 2007. (R24AC)

- 13 A residential parking management plan shall be submitted for approval to the Local Planning Authority and the plan as approved shall be implemented once the building becomes operational.

Reason:

To ensure the efficiency of the residential parking arrangements and to avoid blocking the surrounding streets as set out in TRANS 1 and TRANS 23 of our Unitary Development Plan that we adopted in January 2007.

- 14 You must apply to us for approval of a plan drawing showing the location of the electric vehicle charging points that are proposed to serve each parking space as set out in the submitted Transport Assessment dated July 2014. You must not start any work on these parts of the development until we have approved what you have sent us. You must then install the charging points prior to occupation of the residential flats and they must be made available for use and retained permanently unless replaced with more advanced technology serving the same objective.

Reason:

To make sure that the development provides the environmental sustainability features included in your application as set out in S40 of Westminster's City Plan: Strategic Policies adopted November 2013.

- 15 The three bedroom residential units shown on the approved drawings must be provided and thereafter shall be permanently retained as accommodation which (in addition to the living space) provides three separate rooms capable of being occupied as bedrooms.

Reason:

To protect family accommodation as set out in S15 of Westminster's City Plan: Strategic Policies adopted November 2013 and H 5 of our Unitary Development Plan that we adopted in January 2007. (R07DC)

- 16 Notwithstanding the submitted details, you must apply to us for approval of details of play equipment, apparatus and surfaces that will be used in the playspace. You must not start work on the play equipment until we have approved what you have sent us. You must then provide the playspaces and the approved play equipment, apparatus and surfaces according to the approved details before any of the units are first brought into use and it shall thereafter be retained as part of the development.

Reason:

To ensure that playspace is provided in the interests of the amenity of people in the residential part of the development. This is as set out in S29 of Westminster's City Plan: Strategic Policies adopted November 2013 and H10 and ENV 13 of our Unitary Development Plan that we adopted in January 2007.

- 17 Provision for a future connection to a District Heating Network shall be provided in accordance with the details contained within the Connection to Future District Heating System Network note by Norman, Disney and Young dated 10.10.14.

Reason:

To make sure that the development provides the environmental sustainability features included in your application as set out in S28 or S40, or both, of Westminster's City Plan: Strategic Policies adopted November 2013. (R44AC)

- 18 **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, a guide to help developers meet planning requirements' - which was produced in October 2003 by a group of London boroughs, including Westminster.

You must apply to us for approval of the following investigation reports. You must apply to us and receive our approval for phases 1, 2 and 3 before any demolition or excavation work starts, and for phase 4 when the development has been completed.

Phase 1: Desktop study - full site history and environmental information from the public records.

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 in the building or of the ground 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 STRA 34 and ENV 8 of our Unitary Development Plan that we adopted in January 2007.

(R18BA)

- 19 You must apply to us for approval of details of the ventilation system serving the commercial units to get rid of cooking smells, including details of how it will be built and how it will look. You must not begin the use allowed by this permission until we have approved what you have sent us and you have carried out the work according to the approved details.

Reason:

To protect the environment of people in neighbouring properties as set out in S29 and S32 of Westminster's City Plan: Strategic Policies adopted November 2013 and ENV 6, ENV 7 and DES 5 of our Unitary Development Plan that we adopted in January 2007. (R14AC)

- 20 Before anyone moves into the property, you must provide the separate stores for waste and materials for recycling shown on drawing number ST-PR-02-100 P2. You must clearly mark them and make them available at all times to everyone using the residential and commercial units. (C14FB)

Reason:

To protect the environment and provide suitable storage for waste and materials for recycling as set out in S44 of Westminster's City Plan: Strategic Policies adopted November 2013 and ENV 12 of our Unitary Development Plan that we adopted in January 2007. (R14CC)

- 21 (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 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 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 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;

- 25 Notwithstanding the submitted details you must apply to us for approval of detailed drawings of a hard and soft landscaping scheme which includes the surfacing of any part of the site not covered by buildings and the number, size, species and position of trees and shrubs. You must not start work on the relevant part until we have approved what you have sent us. You must then carry out the landscaping according to these approved drawings within 12 months of completing the development (or within any other time limit we agree to in writing).

Reason:

To improve the appearance of the development and its contribution to biodiversity and the local environment, as set out in S38 of Westminster's City Plan: Strategic Policies adopted November 2013 and ENV 16, ENV 17 and DES 1 (A) of our Unitary Development Plan that we adopted in January 2007. (R30AC)

- 26 You must apply to us for approval of details of the following parts of the development - green walls. 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 details. (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 S28 of Westminster's City Plan: Strategic Policies adopted November 2013 and DES 1 and DES 5 or DES 6 or both of our Unitary Development Plan that we adopted in January 2007. (R26AD)

- 27 Notwithstanding the submitted details you must apply to us for approval of detailed drawings of the infrastructure associated with the rear landscaping area including the measures that will be provided to ensure that the soft landscaping will be maintained and the provision of an appropriate grey water system with a capacity that is sufficient to prevent the need for mains watering.

You must not commence works on the relevant part of the development until we have approved what you have sent us. You must carry out this work according to the approved details before any of the residential flats are brought into use.

Reason:

To improve the appearance of the development and its contribution to biodiversity and the local environment, as set out in S38 of Westminster's City Plan: Strategic Policies adopted November 2013 and ENV 16, ENV 17 and DES 1 (A) of our Unitary Development Plan that we adopted in January 2007. (R30AC)

- 28 Notwithstanding the submitted details you must apply to us for approval of further details of the scheme of public art to be located at the entrance between Buildings A and B on Horseferry Road. You must not start any work on this part of the development until we have approved what you have sent us.

The public art must be provided before any of the residential units are brought into use and you must maintain the approved public art and keep it on this site. You must not move or remove it unless we have give you our written approval beforehand.

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 in DES 7 (A) of our Unitary Development Plan that we adopted in January 2007. (R37AB)

- 29 The four units identified as A001, A002, B001 and B002 on plan ST-PR-02-100 P2 shall only be used as Class A1 retail units as defined by The Town and Country Planning (Use Classes) Order 1987 (as amended).

Reason:

To make sure that the development is completed and used as agreed, and to make sure that it provide a mix of uses in accordance with S1 and S21 of Westminster's City Plan: Strategic Policies adopted November 2013 and SS5 of our Unitary Development Plan that we adopted in January 2007.

- 30 The two units identified as B003 and C001 on plan ST-PR-02-100 P2 shall only be used as Class A1 retail units or as Class A3 restaurant or cafe uses as defined by The Town and Country Planning (Use Classes) Order 1987 (as amended).

Reason:

To make sure that the development is completed and used as agreed, and to make sure that it provide a mix of uses in accordance with S1, S21 and S24 of Westminster's City Plan: Strategic Policies adopted November 2013 and SS5 and TACE 10 of our Unitary Development Plan that we adopted in January 2007.

- 31 If you provide a bar and bar seating, it must not take up more than 15% of the floor area of the property, or more than 15% of each unit if you let the property as more than one unit. You must use the bar to serve restaurant customers only, before, during or after their meals. (C05GA)

Reason:

To prevent a use that would be unacceptable because of the character and function of the area in accordance with TACE 10 of our Unitary Development Plan that we adopted in January 2007.

- 32 You must not sell any take-away food or drink on the premises, even as an ancillary part of the primary Class A3 use. (C05CB)

Reason:

We cannot grant planning permission for unrestricted use within Class A3 because it would not meet S24 and S29 of Westminster's City Plan: Strategic Policies adopted November 2013 and TACE 10 of our Unitary Development Plan that we adopted in January 2007. (R05CC)

- 33 The commercial units identified as A002, B001, B002, B003 and C001 must not be used as a supermarket, express retail store or metro food retail store despite the provisions within Class A1 and A3 of the Town and Country Planning (Use Classes) Order 1987 as amended (or any equivalent class in any order that may replace it).

Reason:

We cannot grant planning permission for unrestricted use in this case because it would not meet TRANS 20 of our Unitary Development Plan that we adopted in January 2007. (R05AB)

- 34 You must not open the Class A1 premises to customers, and you must not allow customers on the premises, outside the following times: between 07.00 and 23.00.

Reason:

To protect the environment of people in neighbouring properties as set out in S24, S29 and S32 of Westminster's City Plan: Strategic Policies adopted November 2013 and ENV 6 and ENV 7 of our Unitary Development Plan that we adopted in January 2007.

- 35 In the event that units B003 and C001 are brought into Class A3 cafe/restaurant use, you must not open the premises to customers, and you must not allow customers on the premises, outside the following times: between 07.00 and 23.30.

Reason:

To protect the environment of people in neighbouring properties as set out in S24, S29 and S32 of Westminster's City Plan: Strategic Policies adopted November 2013 and ENV 6 and ENV 7 of our Unitary Development Plan that we adopted in January 2007.

- 36 The ground floor commercial units shall not be occupied otherwise than on the basis of a lease or other agreement which incorporates within it an advertisement strategy to be submitted to and approved by the Local Planning Authority which sets out the principles which commercial occupants will be required to observe in order to ensure that the appearance of the units and advertisements are acceptable.

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 S28 of Westminster's City Plan: Strategic Policies adopted November 2013 and DES 1 and DES 5 or DES 6 or both of our Unitary Development Plan that we adopted in January 2007. (R26AD)

- 37 At least 10% of the residential units hereby approved shall be designed to be wheelchair accessible or easily adaptable for residents who are wheelchair users, and all of the residential units shall accord with the Lifetime Home Standard and the Mayor's Best Practice Guidance Wheelchair Accessible Housing.

Reason:

To make sure that there is reasonable access for people with disabilities and to make sure that the access does not harm the appearance of the building, as set out in S28 of Westminster's City Plan: Strategic Policies adopted November 2013 and DES 1 (B) of our Unitary Development Plan that we adopted in January 2007. (R20AC)

- 38 You must provide each motorcycle parking space shown on drawing ST-PR-02-099 P0 and each space shall only be used for the parking of motorcycles of people living in the residential part of this development.

Reason:

To provide parking spaces for people living in the residential part of the development as set out in STRA 25 and TRANS 23 of our Unitary Development Plan that we adopted in January 2007. (R22BB)

- 39 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 other people in neighbouring properties are fully aware of the conditions and to protect their rights and safety.

- 40 The development shall achieve Code for Sustainable Homes level 4 (or any such national measure of sustainability that replaces that scheme of the same standard). A post construction certificate confirming this standard under this BREEAM has been achieved must be issued by the Building Research Establishment, and submitted to for approval by the Local Planning Authority within 3 months of completion on site. In the event that the development fails to achieve the agreed rating, a full schedule and costing of remedial works required to achieve this rating shall be submitted to and approved by the City Council within 2 months of the submission to the City Council of the Post Construction Review. Thereafter the schedule of remedial works must be implemented on site within 3 months of our approval of the schedule or the full costs and management fees given to the Council for offsite remedial actions.

Reason:

To make sure that the development affects the environment as little as possible, as set out in S28 or S40, or both, of Westminster's City Plan: Strategic Policies adopted November 2013. (R44BC)

- 41 You must provide the environmental sustainability features (environmentally friendly features) set out in the supporting documents Sustainability Statement Revision 2.0 dated 11.07.14, Energy Statement by Norman, Disney and Young, and Response to Planning Application comments by Norman, Disney and Young dated 10.10.14 before you start to use any part of the development, as set out in your application.

You must not remove any of these features.

Reason:

To comply with policy S 28 and S25 of the City Council's Core Strategy, which expects that development within Westminster addresses the wider environmental impacts of the development and to also support Policy 5.3, 5.4 and 5.11 of the London Plan (2011).

- 42 The development shall achieve BREEAM New Construction 'very good' (2011 ed.) (or any such national measure of sustainability for office design that replaces that scheme of the same standard) for the ground floor commercial units. A post construction certificate confirming this standard under this BREEAM has been achieved must be issued by the Building Research Establishment, and submitted to for approval by the Local Planning Authority within 3 months of completion on site. In the event that the development fails to achieve the agreed rating, a full schedule and costing of remedial works required to achieve this rating shall be submitted to and approved by the City Council within 2 months of the submission to the City Council of the Post Construction Review. Thereafter the schedule of remedial works must be implemented on site within 3 months of our approval of the schedule or the full costs and management fees given to the Council for offsite remedial actions.

Reason:

To comply with policy S 28 and S25 of the City Council's Core Strategy, which expects that

development within Westminster addresses the wider environmental impacts of the development and to also support Policy 5.3, 5.4 and 5.11 of the London Plan (2011).

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 Westminster's City Plan: Strategic Policies adopted November 2013, Unitary Development Plan, Supplementary Planning documents, 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 development has been identified as potentially liable for payment of the Mayor of London's Community Infrastructure Levy (CIL). Responsibility for paying the levy runs with the ownership of the land, unless another party has assumed liability. We will issue a CIL Liability Notice to the landowner or the party that has assumed liability with a copy to the planning applicant as soon as practicable setting out the estimated CIL charge.
If you have not already done so you must submit an **Assumption of Liability Form** to ensure that the CIL liability notice is issued to the correct party. This form is available on the planning portal at <http://www.planningportal.gov.uk/planning/applications/howtoapply/whattosubmit/cil>
Further details on the Mayor of London's Community Infrastructure Levy can be found on our website at: <http://www.westminster.gov.uk/services/environment/planning/apply/mayoral-cil/>.
You are reminded that payment of the CIL charge is mandatory and there are strong enforcement powers and penalties for failure to pay.
- 3 You are encouraged to use construction contractors who are registered on the Fleet Operator Recognition Scheme (FORS). This should be addressed in the Construction Management Statement (CMS) required under Condition 7. The CMS should also refer to the GLA guidance: 'The control of dust and emissions from construction and demolition'.
- 4 Please make sure that the street number and building name (if applicable) are clearly displayed on the building. This is a condition of the London Building Acts (Amendments) Act 1939, and there are regulations that specify the exact requirements. If you would like more information, you can contact Ray Gangadeen on 020 7641 7064. (I54AA)
- 5 Please contact our Cleansing section on 020 7641 7962 about your arrangements for storing and collecting waste. (I08AA)
- 6 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 phone 020 7641 2642. 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). (I09AC)

- 7 You are advised to refer to the guidance contained within paragraph 3.18 of the submitted Flood Risk Assessment Issue 6 dated July 2014 to incorporate measures to reduce the impact of a flood event on the building.
- 8 You are advised to liaise with Transport for London regarding the potential disruption to the existing cycle hire docking station and bus stops on Horseferry Road.
- 9 Conditions 21, 22, 23 and 24 control noise from the approved machinery. It is very important that you meet the conditions and we may take legal action if you do not. You should make sure that the machinery is properly maintained and serviced regularly. (I82AA)
- 10 The location of the MVHR air inlets should be in a location that ensures the air inlets, in-take air that meets air quality objective levels for residential properties for all of the proposed residential premises as set out in the submitted Air Quality Assessment Revision 1.0 dated 09.07.14.
- 11 With regard to Condition 25 you are advised that the City Council does not consider that the removal of the existing trees within the public realm is acceptable. You are strongly advised to reconsider this element of the proposals when submitting details for the discharge of this condition. Should you wish to pursue the proposals, details should be provided of the location of utilities and service runs to avoid the replacement trees impacting on this infrastructure.

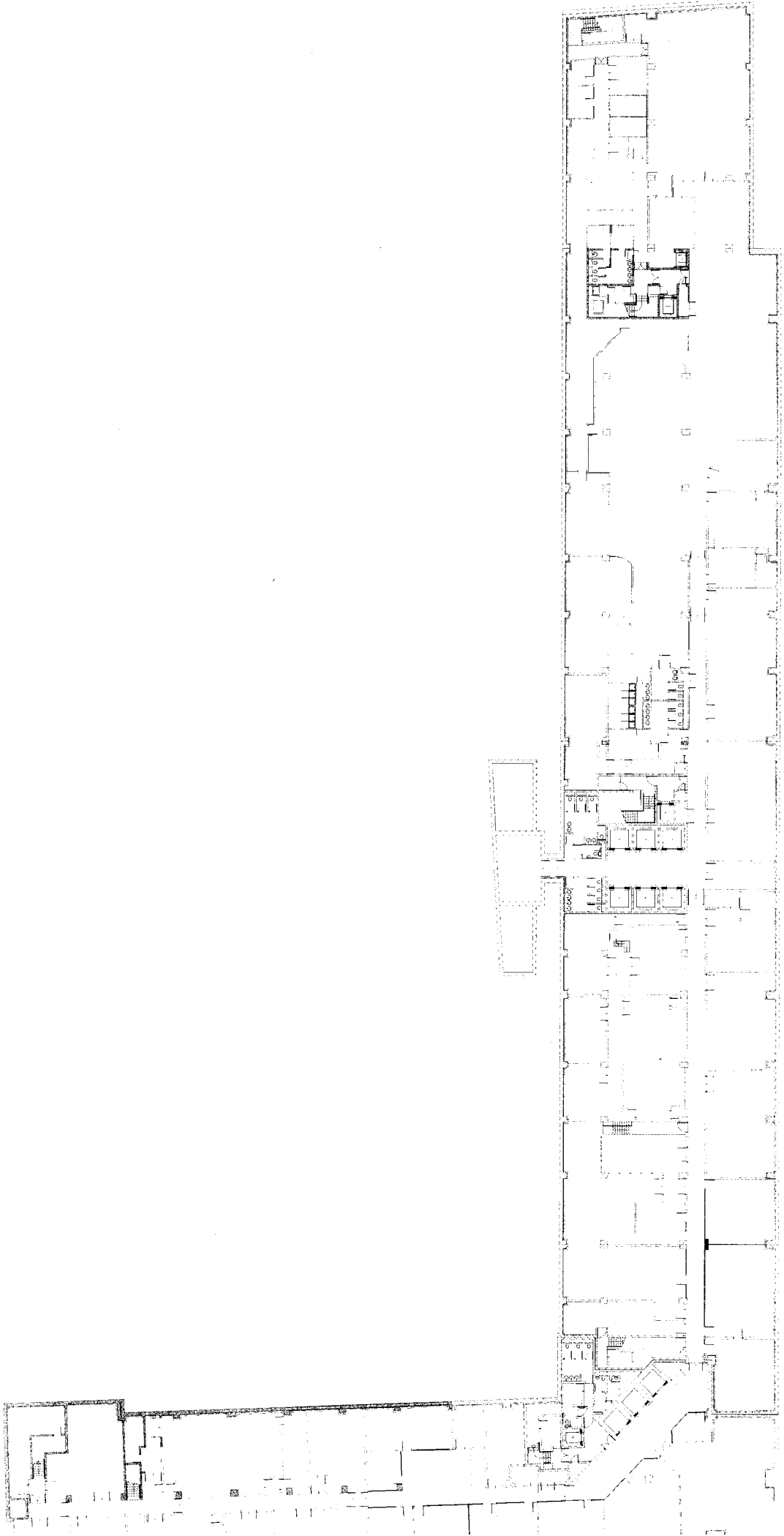
You are advised to refer to the guidance set out in chapter 8 of the submitted Ecological Survey Report V2 dated 24.06.14 in preparing the soft landscaping scheme required by Condition 25.

The soft landscaping scheme and the design and height of the fence on the rear boundary should also consider the risk of overshadowing to the rear of Abady House, Edric House and Bennett House and address this in the planting schedule and associated details.
- 12 You are advised that the most recent details for the scheme of public art would not be acceptable because too much of the artwork would be inside the private lobby and therefore not visible from public vantage.
- 13 Condition 11
You are advised that for any conflict points identified on the delivery routes associated with the site in its construction and operational state, traffic and pedestrian management measures and cycle specific safety equipment should be considered and the detail provided through the CLP. Contractor vehicles should include side-bars, blind spot mirrors and detection equipment to reduce the risk and impact of collisions with other road users and pedestrians on the capital's

roads. Further information on improving road safety through procurement is available at:
<http://www.tfl.gov.uk/microsites/freight/documents/improving-road-safety-through-procurement.pdf>

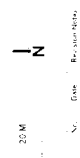
CLP Guidance is available at:

<http://www.tfl.gov.uk/microsites/freight/publications.aspx#logistics-plan-guidance>. The CLP document should be drafted in accordance with this guidance.

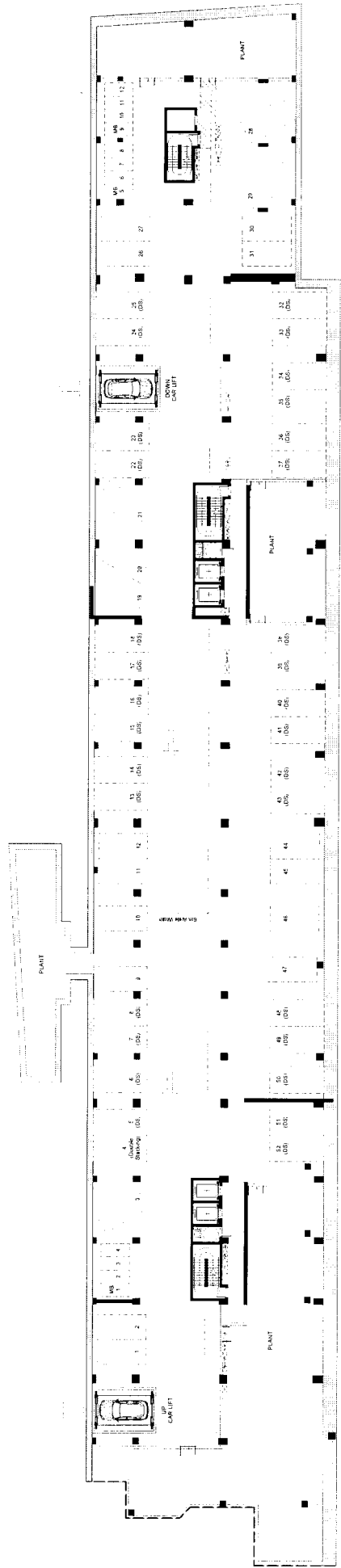


Great Minster North
 Horseferry Road, LONDON SW1
BASEMENT PLAN
 AS EXISTING
 3572 ST-EX-02-109 P0

PLANNING
 Stuff + Trevillion
 11, The Quadrant, Horseferry Road, London SW1 1SE
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 Fax: +44 (0)20 7598 5501
 Email: info@stuffandtrevillion.com



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PARKING

Single Spaces	28
Double Stacking (DS)	44 (12)
Total	84
Motor Bike	12



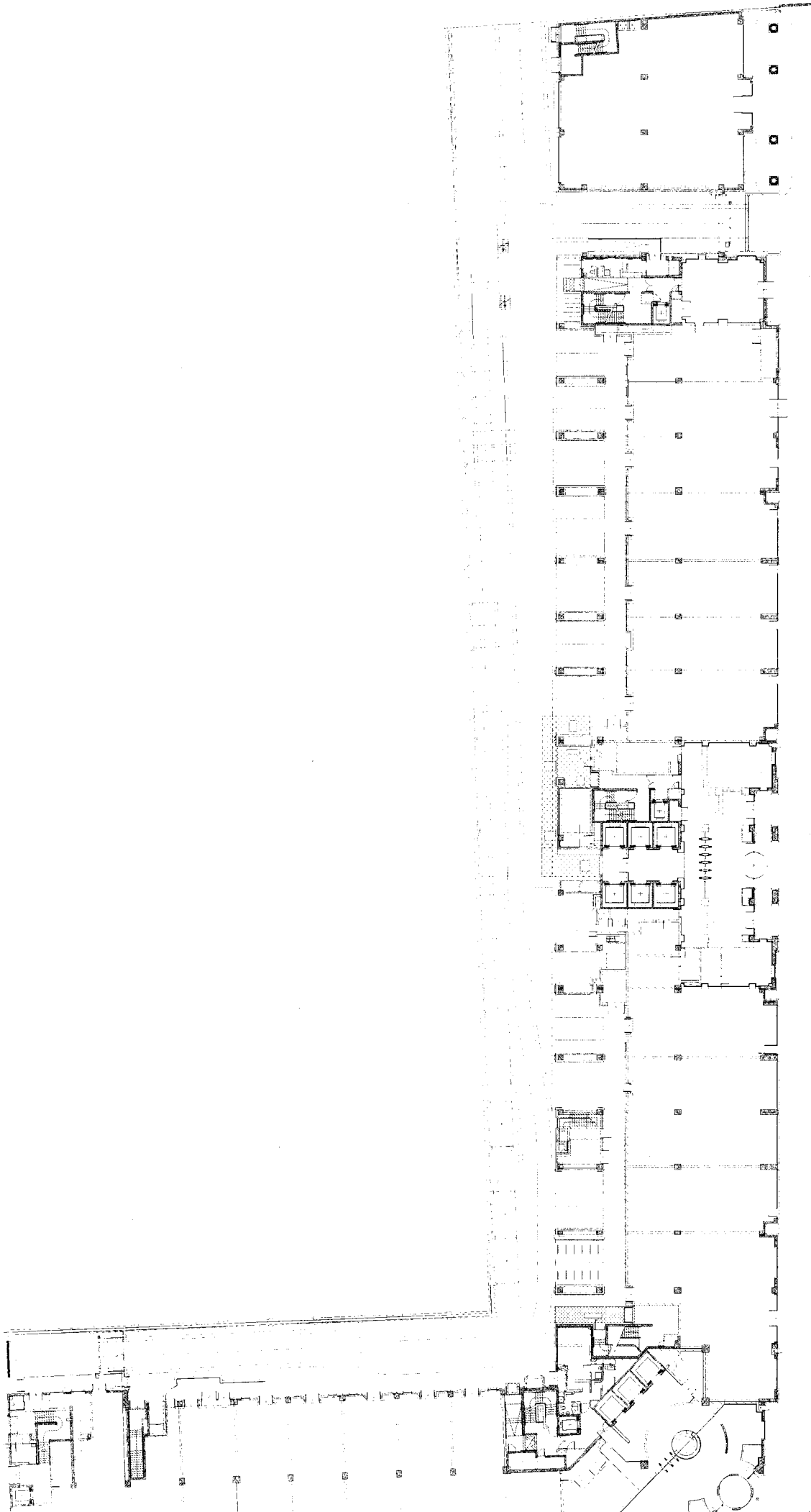
NO. Date Revision Notes

Project: Great Minster North
 Horseferry Road, LONDON SW1
 Drawing: BASEMENT PLAN
 AS PROPOSED
 Date: 11/01/2011
 Scale: 1:100
 No: 3572 ST-PR-02-099
 P0

PLANNING Stuff + Trevillion

11, The Wellington Archway, Letchworth, Herts, SG8 5EF
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 Fax: 0457 846601
 Email: info@stuff-trevillion.com

THIS PLAN IS UNLESS OTHERWISE SPECIFIED TO BE IN ACCORDANCE WITH THE BUILDING REGULATIONS 2010 AND THE BUILDING ACT 2003. THE CLIENT ACCEPTS RESPONSIBILITY FOR THE ACCURACY OF THE INFORMATION PROVIDED AND THE DESIGNER ACCEPTS RESPONSIBILITY FOR THE DESIGN. THE DESIGNER DOES NOT ACCEPT LIABILITY FOR THE CONSTRUCTION OF THE WORK OR FOR THE PERFORMANCE OF THE WORK.



Great Minster North
 Horseferry Road, LONDON SW1
 GROUND FLOOR PLAN
 AS EXISTING

Staff + Trevillion
 11 The Old London Architects Ltd
 11 The Old London Architects Ltd
 11 The Old London Architects Ltd

3572 ST-EX-02-110 P0

PLANNING

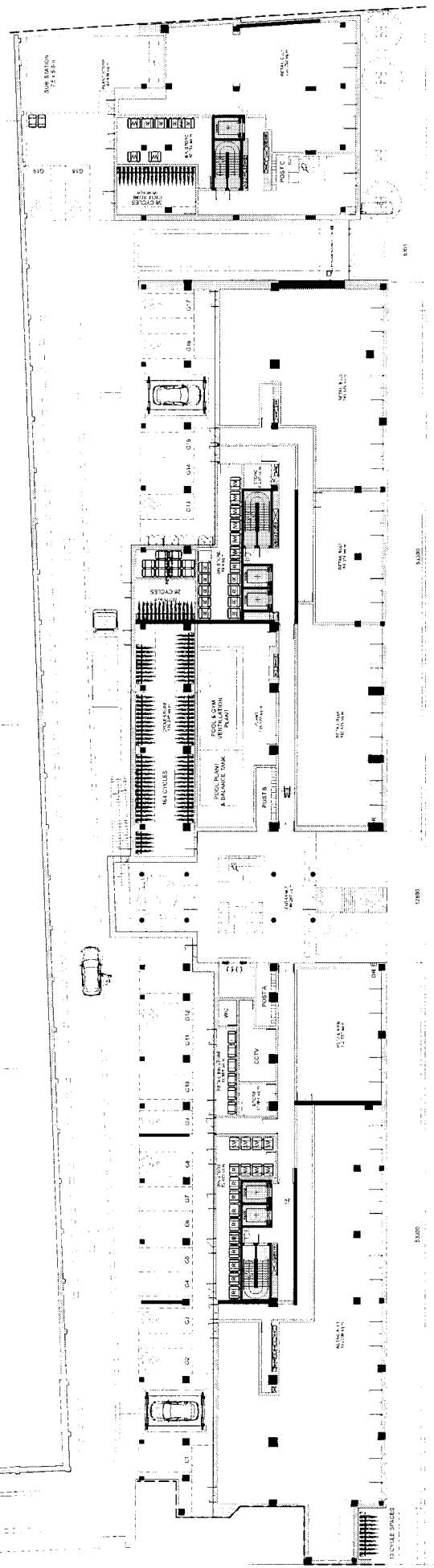


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 Scale: 1:500
 Date: 15/05/2014
 Project: Great Minster North
 Drawing: Ground Floor Plan
 Author: [Name]
 Check: [Name]
 Date: 15/05/2014
 Project: Great Minster North
 Drawing: Ground Floor Plan
 Author: [Name]
 Check: [Name]
 Date: 15/05/2014



PARKING
 Parking Spaces 9
 Disabled Parking 10
 Total 19



Great Minster East
 Block A
 Block B
 Block C

No. 1
 Date: 28/10/2014
 Revision Notes:
 1. Initial design
 2. 28/10/2014 - Additions to the existing scheme

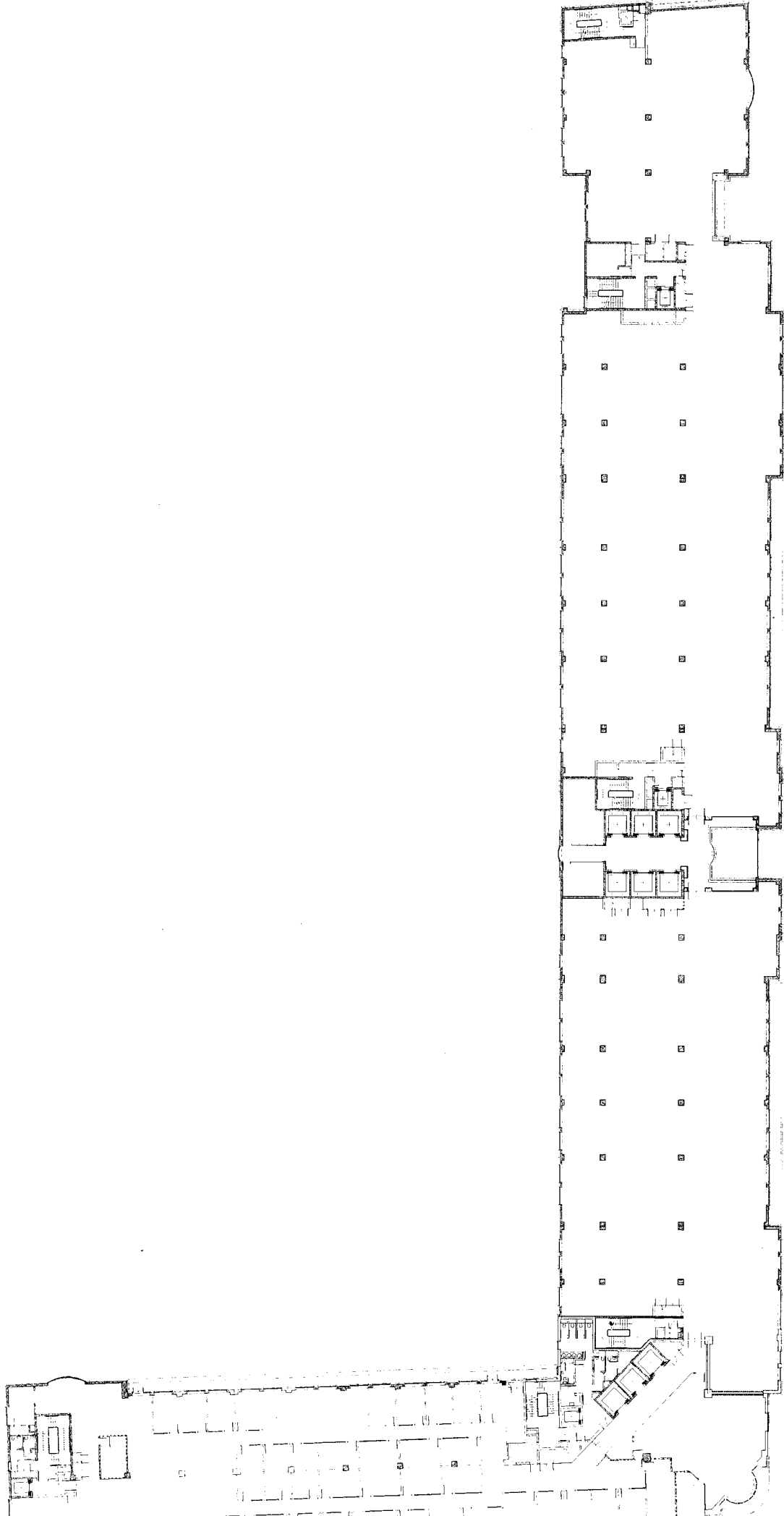
Great Minster North
 Horseferry Road, LONDON SW1
GROUND FLOOR PLAN
 AS PROPOSED

PLANNING
Stiff + Trevillion

Stiff + Trevillion Architects Ltd
 100, Abchurch Lane
 London EC4A 3DF
 Tel: 020 7424 1234
 Fax: 020 7424 1235
 www.stiffandtrevillion.com

Project No: 3572
 Site: ST-PR-02-100
 Date: 28/10/2014
 Number: 218/014
 P2

1. All work to be carried out in accordance with the Building Regulations 2010.
 2. The proposed scheme is subject to planning permission.
 3. The proposed scheme is subject to building regulations approval.
 4. The proposed scheme is subject to fire safety regulations approval.
 5. The proposed scheme is subject to health and safety regulations approval.
 6. The proposed scheme is subject to environmental regulations approval.
 7. The proposed scheme is subject to all other relevant regulations approval.



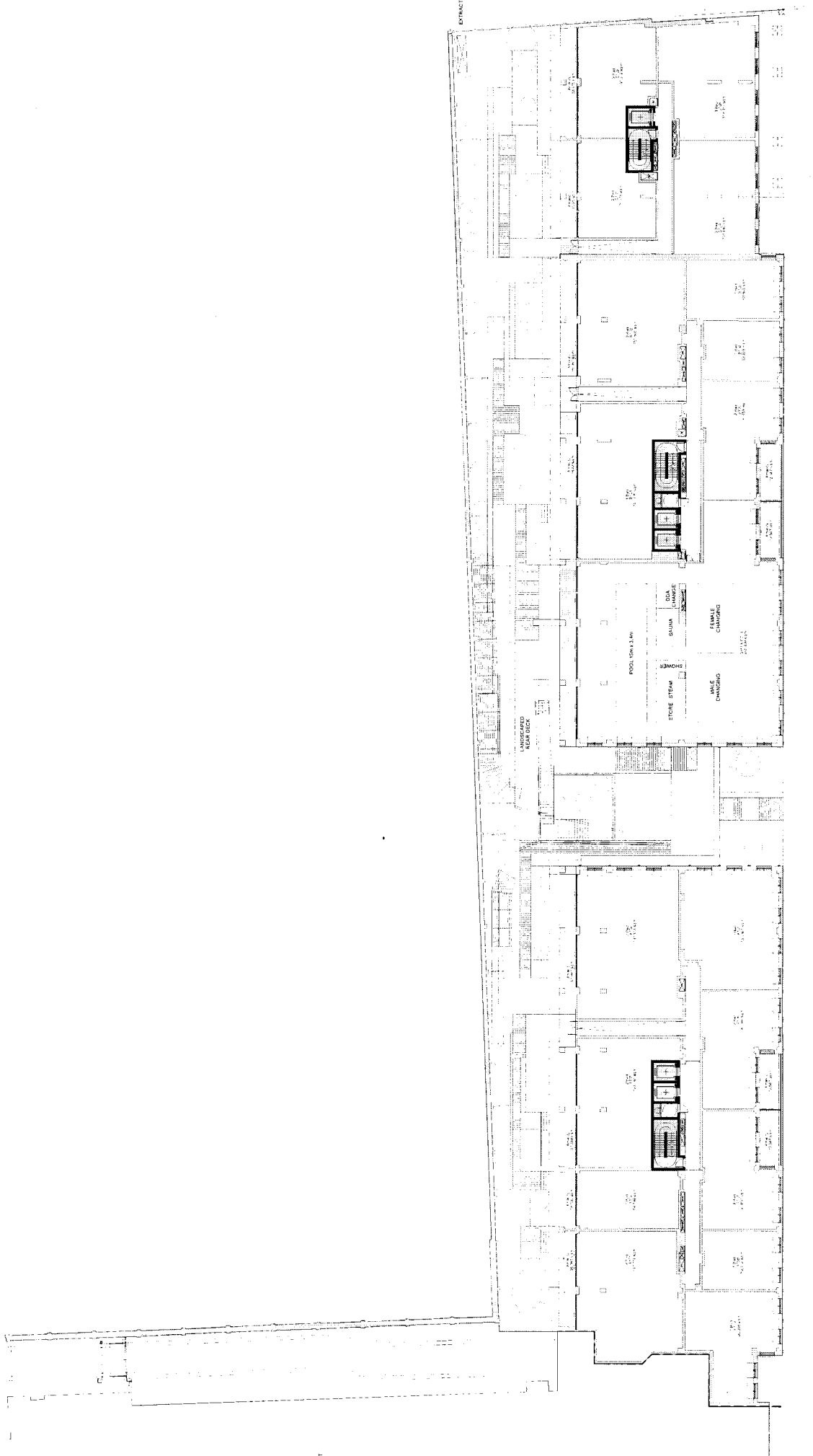
PLANNING

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 11th Floor, 200 Strand, London WC2R 0BW
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Scale: 1:500

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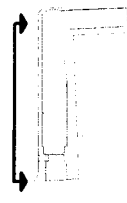
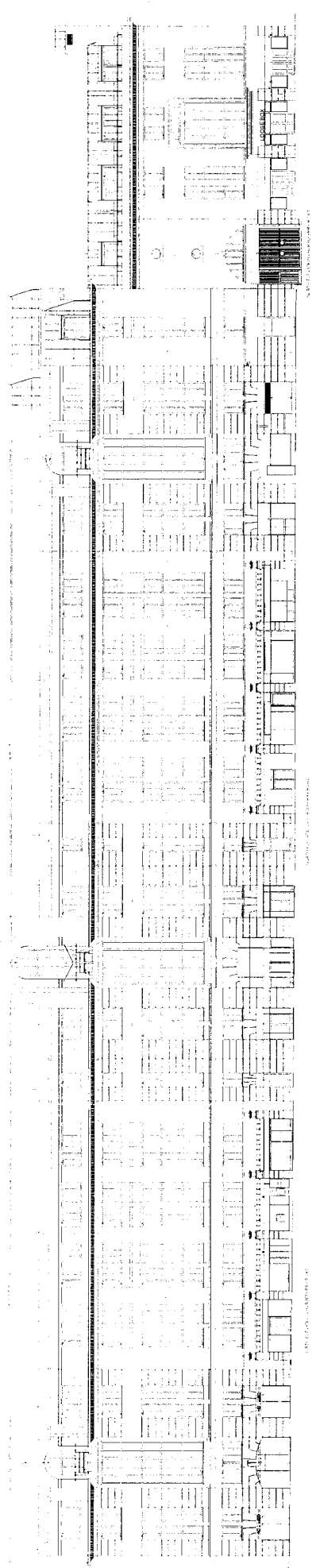


Project: Great Minder North
 Horsferry Road, LONDON SW1
 Client: AS PROPOSED
 Planning No: 3572 ST-PR-02-101
 Date: 08.11.11
 Page: 1 of 11

PLANNING
Stiff + Trevillion
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 Fax: 020 7477 3334
 www.stiffandtrevillion.com

Revision Notes:
 No. Date Description
 01/2014 West facing window added for APT 101.

PLS. IAN BURT
 Director of Planning
 Mr. I. Burt
 Planning Department
 Planning Officer
 101, Abchurch Lane
 London EC4N 3DF



Reference Plan
Scale: 1:2500

Project: Great Minster North
Horseferry Road, LONDON SW1
3 store
HORSEFERRY RD ELEVATION
AS EXISTING
Drawing No: 3572
Revision No: ST-EX-03-101
P0
Date: 12.12.2011
Scale: 1:2500

PLANNING
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Stiff + Trevillion Architects Ltd
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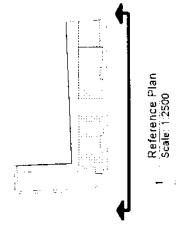
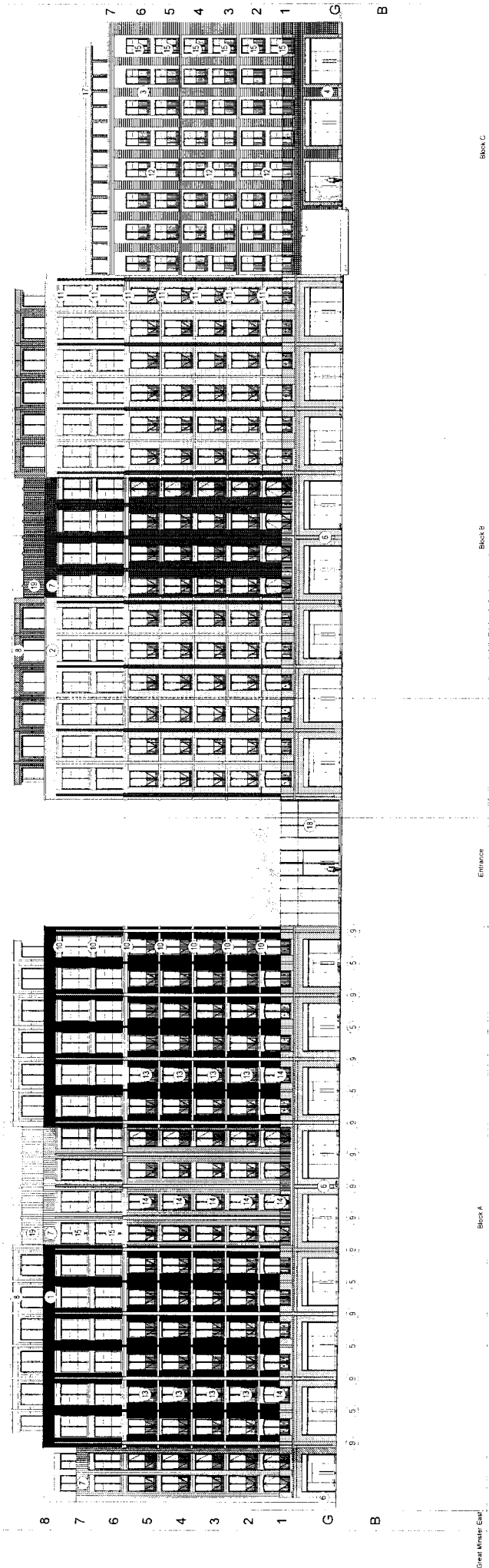
No. Date Revision Notes

1. This drawing is for information only.
2. It is not to be used for construction.
3. It is not to be used for any other purpose.
4. It is not to be used for any other purpose.
5. It is not to be used for any other purpose.

- 01 Brickwork & Glazing Details
- 02 Brickwork & Glazing Details
- 03 Brickwork & Glazing Details
- 04 Brickwork & Glazing Details
- 05 Brickwork & Glazing Details
- 06 Brickwork & Glazing Details
- 07 Brickwork & Glazing Details
- 08 Brickwork & Glazing Details
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- 18 Brickwork & Glazing Details
- 19 Brickwork & Glazing Details

03 120

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No. 1 Date: 08/07/2016 Revision: 01

Project: Great Minster North
 Location: Horseshay Road, LONDON SW1
 Drawing: NORTH ELEVATION AS PROPOSED

Client: Great Minster North
 Architect: STUFF + TREVILLION
 Project No: 3572 ST-PR-03-100
 Scale: 1:2500

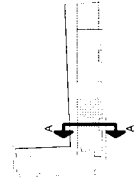
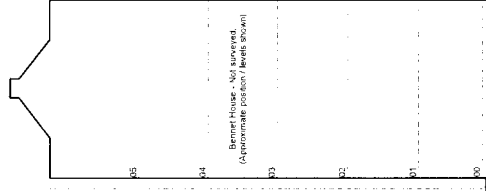
PLANNING

Stuff + Trevillion

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Project: Great Minster North
 Location: Horseshay Road, LONDON SW1
 Drawing: NORTH ELEVATION AS PROPOSED
 Project No: 3572 ST-PR-03-100
 Scale: 1:2500

BL BK BF BC BA



0 1 10 M

No. Date Revision Notes

PLANNING

Great Minister North
Horserrey Road, LONDON SW1

SECTION AA
AS EXISTING

3572 ST-EX-04-112 P0

1000 841 500 027 001

PLANNING

Stiff + Trevillion

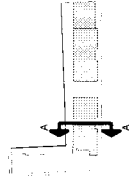
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Project No. 3572
Drawing No. ST-EX-04-112
Scale 1:2500

BL BK BF BC BA

9



Reference Plan
Scale: 1:2500

0 1 10 M

No. Date Response/Notes

BE CAREFUL NOTES
 Do not use from this drawing
 without the approval of the architect
 or the engineer. The architect
 and engineer shall not be responsible
 for any errors or omissions in this
 drawing.

PLANNING

Stiff + Trevillion
 Stiff + Trevillion Architects Ltd
 1-10008 8th St
 London W1T 2E

Project: Great Minster North
 Horseferry Road, LONDON SW1
 Section: AA
 AS PROPOSED
 Drawing No: 3572
 Project No: ST-PR-04-112
 P0
 Date: 2018.04.25
 Date: 2018.04.25

TO NORTH SHOWING ACCESS TO SERVICE ROAD AND BENNETT HOUSE



FROM PAGE STREET TO SITE SHOWING EDRIC AND BENNETT HOUSE

TO WEST ALONG SERVICE ROAD



FROM 2ND / 3RD FLOOR STAIRS,
BENNETT HOUSE



16/10/2014 11:23

GREAT MINSTER NORTH



GREAT
MINSTER
EAST

16/10/2014 11:24

FROM PAGE STREET SHOWING WEST ELEVATION OF ABADY HOUSE



FROM HARBOR ROAD SHOWING WEST ELEVATION OF ABADY HOUSE