

<b>CITY OF WESTMINSTER</b>			
<b>PLANNING APPLICATIONS COMMITTEE</b>	<b>Date</b> 18 August 2015	<b>Classification</b> For General Release	
<b>Report of</b> Director of Planning	<b>Wards involved</b> Warwick		
<b>Subject of Report</b>	<b>Stockley House, 130 Wilton Road, London, SW1</b>		
<b>Proposal</b>	Demolition of existing office building (Class B1) and redevelopment comprising a 15 storey building plus three basement levels to provide between 104-110 residential units, retail floorspace (Class A1/A3/A4), car parking for 60 cars, plant enclosure at roof level and associated public realm works.		
<b>Agent</b>	DP9		
<b>On behalf of</b>	Victoria Gardens Development Ltd		
<b>Registered Number</b>	14/08299/FULL	<b>TP / PP No</b>	TP/4137
<b>Date of Application</b>	18.08.2014	<b>Date amended/ completed</b>	19.08.2014
<b>Category of Application</b>	Major		
<b>Historic Building Grade</b>	Unlisted		
<b>Conservation Area</b>	Outside Conservation Area		
<b>Development Plan Context</b> - London Plan July 2011 - Westminster's City Plan: Strategic Policies 2013 - Unitary Development Plan (UDP) January 2007	Within London Plan Central Activities Zone  Within Core Central Activities Zone		
<b>Stress Area</b>	Outside Stress Area		
<b>Current Licensing Position</b>	Not Applicable		

## 1. RECOMMENDATION

1. Grant conditional permission, subject to the views of the Mayor and the completion of a S106 legal agreement to secure:

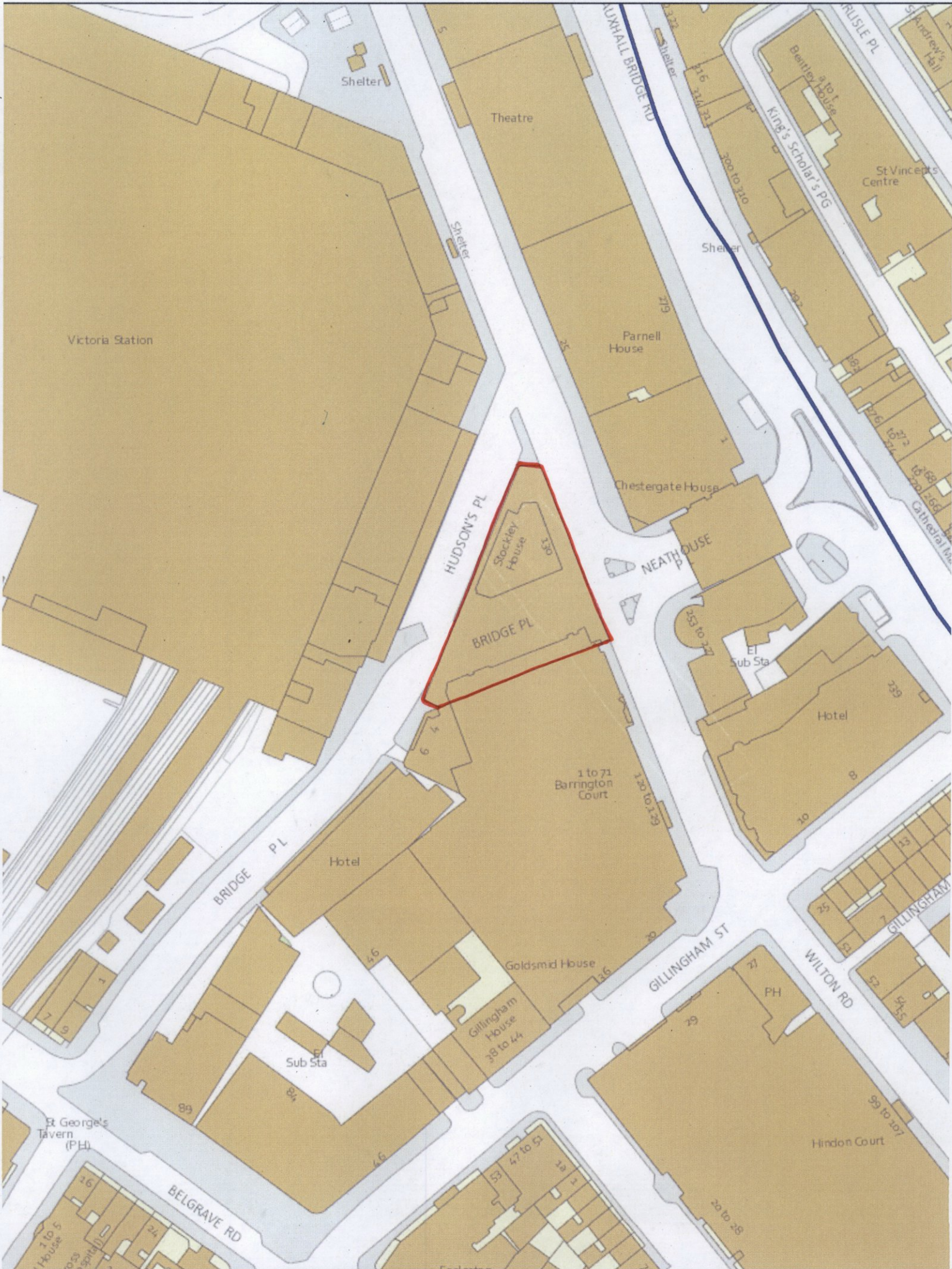
- £10,254,110 towards the Council's affordable housing fund.
- The Council's Code of Construction Practice and a financial contribution of £34,000 per annum during demolition and construction to fund the Environmental Inspectorate and monitoring by Environmental Sciences officers.
- A financial contribution of £270,000 for public realm improvements to Hudson's Place. In the event that agreement cannot be reached between the relevant parties within six months of the completion of the development this money shall revert to the Council's affordable housing fund.
- Car club membership for each flat for 25 years.

- Car Lift Management Strategy to ensure that the lift always returns to ground floor level and to set out what arrangements would be put in place to ensure that downtime is kept to an absolute minimum.
- Car Parking Management Plan to include measures to ensure that no space is individually sold or allocated specifically to a unit or user and car parking spaces are on a first come first served basis to residents only.
- Obligation that the developer enters into a S278 agreement with TfL to secure the proposed highway works including repaving and reconstruction of the loading bay in Bridge Place.
- Safeguarding the feeder taxi rank on Bridge Place until the completion of the VSU works.
- Monitoring costs.

2. If the agreement has not been completed within six weeks of the date of the Committee resolution then:

a) The Director of Planning shall consider whether the permission can be issued with additional conditions attached to secure the benefits listed above. If this is possible and appropriate the Director of Planning is authorised to determine and issue such a decision under Delegated Powers.

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





STOCKLEY HOUSE, 130 WILTON ROAD, SW1

## 2. SUMMARY

Stockley House is a 1980s office building to the south east of Victoria Station with Bridge Place running through the site. The application is for its redevelopment to provide a 15 storey building with three basement levels to provide 109 residential units and flexible retail use (A1, A3, A4) at ground floor level. Sixty car parking spaces are proposed at basement level accessed from Hudson's Place.

The key issues for consideration are:

- The impact of the proposals on the character and appearance of the area;
- The impact of the proposals on the amenity of surrounding residents.

With the imposition of conditions and a S106 agreement, the proposed development is considered acceptable in land use, design, conservation, amenity, highways and environmental terms.

## 3. CONSULTATIONS

### GREATER LONDON AUTHORITY

The principle of a residential-led mixed use development on this site within the CAZ and the Victoria Opportunity Area is strongly supported. Whilst the density, design, ground floor layout, massing and height are supported, further work is required on the internal layout in order to resolve a number of issues relating to residential quality such as the number of units per floor/core and the large number of single aspect units. Further information is also required on the children's playspace strategy. Matters of inclusive design are broadly supported.

The indicative affordable housing offer raises strategic concern and an independent assessment of the applicant's viability report is required. The energy strategy needs further attention as the London Plan target is not being reached. The development should be car free except for accessible spaces. Additional cycle parking spaces are required and further discussion is required with TfL about the stopping up of Bridge Place.

### TRANSPORT FOR LONDON

Following revisions to the proposed highway layout, TfL is satisfied that there is sufficient flexibility in the concept design for the highway layout around the building for a S278 to be agreed and implemented post-determination. Request that an obligation to enter into a S278 agreement with TfL be secured by condition and through the S106 agreement.

### ENGLISH HERITAGE (ARCHAEOLOGY)

No objection subject to condition.

### ENVIRONMENT AGENCY

No objection.

### LONDON UNDERGROUND LTD

No comment.

### NETWORK RAIL

Supportive of the proposed development. The proposed development site is located adjacent to Network Rail's land at Hudson's Place and Victoria Station. The applicant has contacted Network Rail to discuss potential for improvements to Hudson's Place, although nothing has

formally been agreed. Network Rail's approval would be required in relation to any shared surface, car parking reorganisation and landscaping plans within Hudson's Place. Unless otherwise agreed, existing car parking provision must be maintained.

There are issues relating to construction and future maintenance of the proposed building. The developer will be required to enter into an appropriate Asset Management Agreement to ensure that the railway operations are protected.

#### NATURAL ENGLAND

The application is not likely to result in significant impacts on statutory designated sites or landscapes.

#### WESTMINSTER SOCIETY

This is a worthwhile scheme. The change of use to residential is welcome and the mix of unit sizes is reasonable. The proposed building would be significantly taller than existing but would not be out of step with many buildings nearby such as Neathouse Place. There will be considerable improvements at street level.

#### ENVIRONMENTAL HEALTH

Further information is required to ensure that the internal noise environment for residents will be acceptable and in respect of the rooftop plant. This should be secured by condition.

#### HIGHWAYS PLANNING MANAGER

166 cycle parking spaces are proposed which is above Council policy. 60 car parking spaces are proposed for 107 residential units, which falls short of the Council's maximum standard of 128. The Transport Statement states that the 2011 census shows that 42% of households within the area own a car, which would mean around 50 flats within the proposed development would own a car, possibly fewer given the very close proximity to Victoria Station.

Parking spaces should be unallocated, so that they could not be sold with individual apartments but that each resident with a car would have a right to park in the car park.

It is unlikely that a single car lift will be able to serve 60 car parking spaces without causing any queuing, however, any queuing is likely to be limited and occur on Hudson's Place, which is not public highway.

The infilling of the Colonnade on Wilton Road would reduce the footway width to some 2.6m, which is more than the City Council's minimum requirement of 2.0m. The footway width of Hudson's Place would be 2.4m and on Bridge Place would narrow to 2.2m alongside the proposed loading bay. All of these footways are on TfL's highway.

No objection to the retail unit being served from a loading bay on Bridge Place. This is a TfL road and this area is required to provide a feeder to a taxi rank until 2018. TfL has requested a Servicing Management Plan and this should be secured by condition, as well as no food retail.

#### CLEANSING MANAGER

No objection.

#### ARBORICULTURAL MANAGER

There are no existing trees affected by the proposal. The tree planting within Hudson's Place would be an improvement, however, it is not within the site boundary and would need to be secured through a S106 agreement. Further details of planting to balconies and terraces are required to ensure that there is sufficient soil depth to create sustainable planting beds. Condition recommended to secure landscaping and planting details.

#### VICTORIA BUSINESS IMPROVEMENT DISTRICT

Look forward to the completion of this redevelopment which will help to transform this central part of Victoria. Welcome the redesign of the underpass and the approach to increase the amount of light reaching the footway, however, raise concern about the reduction in footway width to Wilton Road which may result in pavement congestion and people walking in the road. The pavement width should be retained. The redesign of Hudson's Place should keep the number of car parking spaces to a minimum to create more green space. Biodiversity features and sustainable drainage should be incorporated. Gas boilers should have ultra low NOx to improve local air quality and the applicant should explore connecting to the Pimlico District Heating Network. The building should incorporate features to deter rough sleepers.

#### ADJOINING OWNERS/OCCUPIERS AND OTHER REPRESENTATIONS

No. Consulted: 281; Total No. of Replies: 3.

Three letters have been received from residents within Barrington Court, Wilton Road on the following grounds:

##### Design

- The proposed building will be higher than those around it.

##### Amenity

- Loss of privacy/overlooking to residential windows and the communal terrace on the 10th floor of Barrington Court from the proposed high level terraces.
- Loss of sunlight and noise disturbance to the roof terrace.

##### Other

- Construction lorries should access the site via Vauxhall Bridge Road and should not come up Wilton Road.

ADVERTISEMENT/SITE NOTICE: Yes

## 4. BACKGROUND INFORMATION

### 4.1 The Application Site

Stockley House is on a triangular site adjacent to Victoria Station on its south eastern side. It is bounded by Wilton Road to the east, Hudson's Place to the north west (owned by Network Rail) and Bridge Place to the south which runs beneath the building at road level. Wilton Road and Bridge Place form part of Transport for London's road network (TLRN).

The building was constructed as offices in 1985 and comprises basement, ground, mezzanine and seven upper storeys around a central atrium. The building is not listed and falls outside of a conservation area. It is within the Core Central Activities Zone (CAZ) and the Victoria Opportunity Area.

#### 4.2 Relevant History

There is no relevant planning history.

### 5. THE PROPOSAL

The application is for the redevelopment of the site to provide a 15 storey building plus three basement levels comprising 109 residential units (14 studios, 20 x 1-bed, 34 x 2-bed and 41 x 3+bed) with ancillary gym for residents and flexible retail floorspace (Class A1/A3/A4) at ground floor level. To allow for future flexibility the description of development allows the provision of a minimum of 104 residential units and a maximum of 110. The Bridge Place underpass is retained through the building at road/ground level with a central atrium at first floor level and above.

Car parking for 60 cars is proposed within a drive-in car park at basement levels 2 and 3 accessed from a car lift off Hudson's Place. Plant is proposed at basement level and within an enclosure at main roof level.

### 6. DETAILED CONSIDERATIONS

#### 6.1 Land Use

The building is currently in office use (Class B1). The existing and proposed land uses can be summarised as follows:

Use	Existing (m2)	Proposed (m2)	Change (+ or -m2)
Office (Class B1)	9,736	0	-9,736
Residential	0	17,281	+17,281
Retail	0	289	+289
<b>Total (m2)</b>	<b>9,736</b>	<b>17,570</b>	<b>+7,834</b>

(Applicant's calculations)

#### Loss of office use

The proposal will result in the loss of all of the office floorspace (9736m2) on the site. Whilst the Council's position on this issue is set to change in September 2015, currently there are no policies within the UDP or the City Plan which protect office floorspace. Its loss is therefore considered acceptable in land use terms. The scheme is considered to be in line with the National Planning Policy Framework (NPPF) and Policy S47 of the City Plan which seeks to secure development that improves the economic, social and environmental conditions in the City.

#### Residential use

Policy S14 of Westminster's City Plan: Strategic Policies (the City Plan) and H3 of the UDP seek to maximise the amount of land or buildings in residential use. Policy H3 states that inside the CAZ, proposals to convert buildings in office use into permanent housing will be



generally acceptable. Policy H5 of the UDP seeks to ensure an appropriate mix of unit sizes is achieved in all housing developments, with 33% of units to be family sized.

The introduction of residential use on the site is acceptable in principle. The applicant currently proposes 109 residential units of which 41 are family sized (38%) and the mix of unit sizes is therefore considered appropriate.

A large number of units will be single aspect. This is partly due to the triangular nature of the site, however, the single core arrangement proposed has resulted in the windows to the central atrium serving predominantly communal hall windows which is regrettable.

With the exception of six studio units, all units exceed the minimum unit size standards set out in the London Plan and individual room sizes specified in the London Housing Design Guide. The average size of the units is as follows: 36m<sup>2</sup> studios, 57m<sup>2</sup> 1-bed, 89m<sup>2</sup> 2-bed, 99m<sup>2</sup> 2-bed/disabled access, 150m<sup>2</sup> 3-bed and 152m<sup>2</sup> 4-bed units. The six studios which do not comply measure 33m<sup>2</sup>, as opposed to 37m<sup>2</sup> required by the London Plan. These units are still considered to provide adequate accommodation and it is not considered that the application could reasonably be refused on this basis.

Policy H8 of the UDP relates to the provision of homes for long term needs. The City Council will expect all new housing units to meet the Lifetime Homes Standard. The applicant has confirmed that all of the units will meet the Lifetime Homes Standards and that 10% will be designed to be easily adaptable to meet the needs of a wheelchair user.

Policy H10 of the UDP relates to gardens and community facilities in relation to housing developments. Policy H10(A) states that as parts of housing developments, the City Council will normally expect the provision of amenity space. With the exception of the studio units, the vast majority of flats will have access to their own private balcony.

Policy H10(B) of the UDP requires the provision of a community facility as part of a housing development of 50 or more units. 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.

No community facilities or children's playspace are being proposed as part of the development. It is considered that the development does offer some benefit to the wider community from the improved street environment and underpass on Bridge Place.

The applicant has confirmed that they are willing to make a financial contribution of £165,110 in order to meet the demand placed on educational facilities generated by the high number of residential units proposed in the development and £40,000 towards open space provision in the vicinity of the site. In the absence of site specific projects, under the new Community Infrastructure Levy Regulations (2010 as amended), the Council cannot currently collect money for these items (please refer to Section 6.10 'Planning Obligations' below). It is therefore recommended that the £205,110 should be secured for the Council's affordable housing fund.

### **Affordable Housing**

Policy S16 of the City Plan states that in housing developments of either 10 or more additional units or more than 1,000m<sup>2</sup> of additional residential floorspace will be expected to provide a proportion of the floorspace as affordable housing. The quantum of affordable housing required in each case is set out in the Council's Affordable Housing Interim Guidance Note. In

this case, the additional 17,281m<sup>2</sup> (GEA) of residential floorspace proposed would require the provision of 4320.25m<sup>2</sup> (25% of floorspace) of on-site affordable housing or a payment in lieu towards the Council's affordable housing fund of £18,027,863.

Policy H4 of the UDP and Policy S16 of the City Plan require a sequential approach to affordable housing provision, with on-site provision being the expected form of delivery. However, where it can be demonstrated that this or off-site provision in the vicinity of the site cannot be achieved for legitimate reasons, a financial contribution to the Council's affordable housing fund may be considered as an acceptable form of affordable housing provision.

The applicant has provided a financial viability assessment which they argue demonstrates that an on-site affordable housing solution cannot be provided nor can a financial contribution towards the City Council's affordable housing fund in lieu of on-site provision. However, they have offered £10,000,000 towards the Council's affordable housing fund.

The Council has employed Lambert Smith Hampton as an independent consultant to review the applicant's financial viability assessment. They have concluded that the scheme will realise a surplus of £2.55m and the applicant's offer to make a payment in lieu of affordable housing of £10,000,000 should therefore be accepted.

#### **Retail use**

Two flexible retail units (Class A1 (shop), A3 (restaurant and cafes) or A4 (drinking establishments)) are proposed of 176m<sup>2</sup> and 113m<sup>2</sup> GEA with frontages to Wilton Road and Bridge Place.

Policy SS4 of the UDP relates to new retail floorspace in the CAZ and states that development schemes in areas that would benefit from more shops or services, must include an appropriate number of shop type premises at street level. Policy SS5 relates to non-A1 town centre uses at basement, ground and first floor level within the CAZ and states that they will only be granted where the proposal would not be detrimental to the character and function of an area or to the vitality or viability of a shopping frontage or locality.

Policy TACE 8 relates to restaurant/cafe uses and TACE 9 drinking establishments, within the CAZ with a gross floorspace of up to 500m<sup>2</sup>. These policies aim to ensure that restaurant and bar uses have no adverse effect upon residential amenity or local environmental quality as a result of noise, vibration, smells, increased late night activity or increased parking and traffic; and no adverse effect on the character and function of the area.

Whilst it is regrettable that more retail floorspace and frontage is not being provided at ground floor level, there is currently no retail floorspace within the existing building and the introduction of some active street frontage in this location will enhance the character and vitality of the area.

The nearest residential accommodation to the proposed retail/non-retail uses are those within the development itself, which would be required to be built to an appropriate standard to protect residents from external background noise levels. Residential accommodation in nearby Barrington Court is above existing restaurant uses.

The applicant states that they have made provision for full height extraction, routed internally within the building to roof level, should it be required and it is recommended that this be secured by condition.

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## 6.2 Townscape and Design

The site sits outside a conservation area. The Grade II listed Victoria Station is immediately to the north west of the site and the Grade II\* listed Apollo Theatre beyond that. Otherwise, the site is relatively unconstrained by heritage issues. Most of the buildings in the immediate vicinity are late 20<sup>th</sup> century and have little inherent architectural quality or significance. The existing building on the site was built in 1985 and is considered to be a poor architectural composition and relates poorly to the surrounding streetscape and public realm. Its demolition is welcomed.

The proposed building is 15 storeys high with an additional plant room giving an overall height of approximately 57m above ground, though the plant room is set back from the parapet edge. The existing building is approximately 39m and adjacent buildings are of similar height. The proposed building therefore constitutes a significant increase in height over the existing and adjacent buildings. Policy DES 1 of the UDP states that new development should maintain the scale and hierarchy of existing buildings.

Views analysis has been carried out for the new building to assess any impact on important views. These show that the building would have no or very little impact on middle and long distance views. The most significant impact is on the view from Vincent Square where, in winter, the top of the building will be visible above the building line to the west side of the Square. In summer, the tree foliage will hide the building from view. Given other buildings that are seen in this view, including recently consented proposals at Nova Victoria, it is not considered that this impact is harmful. Close up views show the building as a significant presence, larger than most of the buildings in the surrounding townscape. However, the position of the building at the apex of the street block gives some logic to the extra height and ameliorates the visual relationship to lower adjacent buildings. The building does not appear uncomfortably high in these views.

The architecture and form of the existing building is considered poor. The proposed building responds better to its immediate context at street level. The heavy and oppressive columns on the footway, the low overhanging ground floor, the lack of active ground floor use and the bleak underpass all give the current building a very poor street presence. The proposed building will incorporate two commercial units on Wilton Road, both of which will have large glazed windows to the underpass. The columns are removed and the first floor cantilevers over the footway, leaving a clear and unobstructed route for pedestrians. The ground floor is expressed as a much higher storey to give expression to the base and create a less oppressive feel to pedestrians. The underpass will have a much lighter feel with enhanced lighting and a large rooflight to the middle allowing an element of natural light to penetrate. The applicant has aspirations to improve the paving and public realm in Hudson's Place, but this land falls within Network Rail's ownership and these proposals, while welcome, do not form part of this application.

The building's architecture reflects some of the characteristics of surrounding buildings, particularly the Apollo Theatre and some of the Victorian mansion blocks. The building has a strongly expressed base, middle and top. The architectural style is influenced by Art Deco, of which there are several examples in the area. The strong horizontal emphasis of the building has been restrained by the vertical arrangement of balconies that provide an order to the façade and help to maintain a domestic scale to the building. Materials are high quality with reconstituted white stone being the primary cladding and anodised bronze and aluminium for window frames and architectural detail.

In summary, it is considered that, despite the significant increase in height, the building causes little harm to any established views and does not appear incongruous in more close up views when seen in the context of its surroundings. The demolition of the existing building is welcomed and its replacement by the new design is considered to have significant benefits in terms of the quality of architecture, public realm and townscape. The proposal is considered an enhancement to the area in terms of design and townscape. The proposal is therefore considered to comply with design Policies S28 of the City Plan, Strategic Policies, DES 1 and DES 4 of the UDP and the NPPF.

### **6.3 Amenity**

#### **Sunlight/Daylight/Privacy**

Policy ENV13 of the UDP relates to protecting amenities, daylight and sunlight, and environmental quality. Policy ENV 13(D) states that the City Council will resist proposals which result in a material loss of daylight/sunlight, particularly to existing dwellings and educational buildings. Policy ENV 13(E) goes on to state that developments should not result in a significant increase in sense of enclosure, overlooking, or cause unacceptable overshadowing, particularly on gardens, public open space or on adjoining buildings, whether in residential or public use.

The nearest residential accommodation is at 4-6 Bridge Place which adjoins Stockley House. The residential windows within this block front Bridge Place which do not have a direct outlook over the site. The applicant has appointed daylighting consultants GVA Schatunowski Brooks who have confirmed that there will be no impact on sunlight or daylight received to residents within this building. There is no other residential accommodation immediately adjacent to the site. Barrington Court, 124 Wilton Road to the south is separated from the site by Davis House.

Two objections have been received from residents of Barrington Court on the grounds that the proposed high level terraces will result in a loss of privacy/overlooking to residential windows and a communal terrace at the 10th floor of their building. These flats contain no windows facing the site. Whilst three balconies and a terrace proposed at 13<sup>th</sup> floor level will enable views towards their communal terrace, they will be approximately 22m away, and it is not therefore considered that they will result in any significant overlooking/loss of privacy to the occupiers of Barrington Court.

#### **Noise**

Plant is proposed in the basement and within a plant enclosure at main roof level. Conditions are recommended to secure full details and a supplementary acoustic report when plant has been selected, location and hours finalised, and the attenuation measures are available to confirm compliance with the Council's standard noise condition.

Policy ENV 6 of the UDP states that the City Council will require residential developments to provide adequate protection from existing background noise and noise from within the development itself. The need to insulate the new residential units to a high standard has been identified by the applicant. Given that the site is located in an area of high noise pollution, it is recommended that details of sound insulation measures be secured by condition.

#### **Construction Management**

The City Council's Code of Construction Practice and associated Environmental Inspectorate have been developed to mitigate against construction and development impacts on large and

complex development sites. It is recommended that the necessary contributions to ensure compliance with the Council's Code of Construction Practice, and to secure the monitoring expertise of the Council's Environmental Sciences Team, the latter of which controls noise, dust and vibration emanating from the site, should be secured through a S106 legal agreement.

#### **6.4 Transportation/Servicing**

Wilton Road and Bridge Place form part of the TfL road network and Hudson's Place is owned by Network Rail. The applicant has submitted a Transport Assessment in support of their application.

Policy TRANS 23 of the UDP sets out the Council's policy on off-street parking for residential development which is based on a maximum standard of one off-street parking space per residential unit of two bedrooms or less; and 1.5 off-street parking spaces per residential unit of three bedrooms or more. The City Council encourages the provision of parking up to the maximum standard.

60 car parking spaces are proposed for 109 residential units, which falls short of the Council's maximum standard of 130. The Transport Statement states that the 2011 census shows that 42% of households within the area own a car, which would mean around 50 flats within the proposed development would own a car, possibly fewer given the very close proximity to Victoria Station.

The Highways Planning Manager is satisfied with the level of car parking proposed, provided that the parking spaces are unallocated, so that they could not be sold with individual apartments but that each resident with a car would have a right to park in the car park. It is recommended that this be secured through a S106 legal agreement.

The applicant has offered a parking mitigation payment of £1,000 per unit without a car parking space (£49,000). Under the new Community Infrastructure Levy Regulations (2010 as amended) the Council cannot currently collect such a payment and it is recommended that this money be put towards the Council's affordable housing fund instead.

The applicant has also offered car club membership for each of the flats. It is recommended that this should be secured for 25 years through a S106 legal agreement.

The proposed car park utilises basement levels 2 and 3 with a drive-in arrangement. It is accessed from a single car lift off Hudson's Place. Whilst it is unlikely that a single car lift will be able to serve 60 car parking spaces without causing any queuing, the Highways Planning Manager is satisfied that this is likely to be limited and occur on Hudson's Place, which is not public highway.

#### **Cycle parking**

Policy TRANS10 of the UDP requires one cycle parking space per residential unit. 157 cycle parking spaces are proposed which is above Council policy.

**Servicing**

Servicing is proposed to take place on street with a loading bay proposed on the north side of Bridge Place. The area of the proposed loading bay is currently providing a temporary feeder taxi rank during the Victoria Station Upgrade (VSU) works which will be operational until 2018. TfL have confirmed that measures will be required to safeguard the feeder taxi rank until the completion of the VSU works and it is recommended that this be secured through the legal agreement.

TfL have requested a Delivery and Servicing Management Plan for the development and it is recommended that this be secured by condition.

**Highway works**

The proposed building footprint will encroach onto TfL highway land. The infilling of the Colonnade on Wilton Road would reduce the footway width to some 3.6m and the footway width on Hudson's Place would be 2.4m which is more than the City Council's minimum requirement of 2m.

The building line to Bridge Place has been amended during the course of the application to overcome TfL's concerns. There has been a minor change to the position of the columns on the north side of Bridge Place to allow a minimum clearance of 2m around the columns and a 2m clearance on the south side of Bridge Place. TfL seek to ensure that there is an obligation to enter into a S278 agreement with TfL for the highway layout works which is recommended be secured through the legal agreement.

**6.5 Economic Considerations**

The proposal is in accordance with the UDP and the economic benefits generated are welcomed.

**6.6 Access**

Level access is proposed into each of the uses at ground floor level. Lift lobbies, corridors and thresholds will comply with the Disability Discrimination Act.

**6.7 Other UDP/Westminster Policy Considerations**

Not applicable.

**6.8 London Plan**

The proposal would attract a payment to the Mayor's Community Infrastructure Levy which could be dealt with by way of an Informative.

**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**

On 6 April 2010 the Community Infrastructure Levy (CIL) Regulations came into force which make it unlawful for a planning obligation to be taken into account as a reason for granting planning permission for a development, or any part of a development, whether there is a local CIL in operation or not, if the obligation does not meet all of the following three tests:

- (a) necessary to make the development acceptable in planning terms;
- (b) directly related to the development; and
- (c) fairly and reasonably related in scale and kind to the development.

Policy S33 of the City Plan relates to planning obligations. It states that the Council will require mitigation of the directly related impacts of development; ensure the development complies with policy requirements within the development plan; and, if appropriate, seek contributions for supporting infrastructure. Planning obligations and any Community Infrastructure Levy contributions will be sought at a level that ensures the overall delivery of appropriate development is not compromised.

From 6 April 2015, the Community Infrastructure Levy Regulations (2010 as amended) impose restrictions on the use of planning obligations requiring the funding or provision of a type of infrastructure or a particular infrastructure project. Where five or more obligations relating to planning permissions granted by the City Council have been entered into since 6 April 2010 which provide for the funding or provision of the same infrastructure types or projects, it is unlawful to take further obligations for their funding or provision into account as a reason for granting planning permission. These restrictions do not apply to funding or provision of non-infrastructure items (such as affordable housing) or to requirements for developers to enter into agreements under Section 278 of the Highways Act 1980 dealing with highway works. The recommendations and detailed considerations underpinning them in this report have taken these restrictions into account.

The City Council has consulted on the setting of its own Community Infrastructure Levy, which is likely to be introduced later in 2015. In the interim period, the City Council has issued interim guidance on how to ensure its policies continue to be implemented and undue delay to development avoided. This includes using the full range of statutory powers available to the Council and working pro-actively with applicants to continue to secure infrastructure projects by other means, such as through incorporating infrastructure into the design of schemes and co-ordinating joint approaches with developers.

For reasons outlined elsewhere in this report, a S106 legal agreement will be required to secure the following:

- A financial contribution of £10,254,110 towards the Council's affordable housing fund (including £254,110 in lieu of an education, open space and parking mitigation payment – see Land Use and Highways sections of this report).
- The applicant will be required to comply with the Council's Code of Construction Practice, provide a Site Environmental Management Plan prior to commencement of development and provide a financial contribution of £34,000 per annum during construction to fund the Environmental Inspectorate and monitoring by Environmental Sciences officers.
- A financial contribution of £270,000 for public realm improvements to Hudson's Place. This land, however, is owned by Network Rail and in the event that agreement cannot be reached between the relevant parties within six months of the completion of the development, it is recommended that this money revert to the Council's affordable housing fund.
- Car club membership for each flat for 25 years.
- Car Lift Management Strategy to ensure that the lift always returns to ground floor level and to set out what arrangements would be put in place to ensure that downtime is kept to an absolute minimum.
- Car Parking Management Plan to include measures to ensure that no space is individually sold or allocated specifically to a unit or user and car parking spaces are on a first come first served basis to residents only.
- Obligation that the developer enters into a S278 agreement with TfL to secure the proposed highway works including repaving and reconstruction of the loading bay in Bridge Place.
- Safeguarding the feeder taxi rank on Bridge Place until the completion of the VSU works.

It is considered that the 'Heads of Terms' listed above satisfactorily address City Council policies. The planning obligations to be secured, as outlined in this report, are in accordance with the City Council's adopted City Plan and London Plan policies and they do not conflict with the Community Infrastructure Levy Regulations (2010 as amended).

### **6.11 Environmental Assessment including Sustainability and Biodiversity Issues**

Policy S28 of the City Plan requires developments to incorporate exemplary standards of sustainable design and inclusive design and architecture.

Policy S38 states that major development should be designed to link to and extend existing heat and energy networks in the vicinity, except where the City Council considers that it is not practical or viable to do so. Policy S39 considers renewable energy and states that all major development throughout Westminster should maximise on-site renewable energy generation to achieve at least 20% reduction of carbon dioxide emissions, and where feasible, towards zero carbon emissions, except where the Council considers that it is not appropriate or practicable due to the local historic environment, air quality and/or site constraints.

The applicant has submitted an Energy and Sustainability Strategy in support of their application. It is proposed to deliver a 28% improvement in carbon emissions based on the current Building Regulations (2013 ed). It achieves this through passive design features and demand reduction measures, gas fired CHP and the use of renewable energy in the form of photovoltaic cells (2%). The development has also been designed to enable future connection to Pimlico District Heating Network.



The GLA have requested that the applicant pay a carbon offset payment for the shortfall in carbon savings as set out in Policy 5.2 of the London Plan. Under the new Community Infrastructure Levy Regulations (2010 as amended), the Council cannot currently collect such a payment.

London Plan policy requires 20% of car parking spaces in developments to have electric vehicle charging points and it is recommended that this be secured by condition.

## 6.12 Conclusion

With the imposition of conditions, and subject to a S106 agreement, the proposed development is considered acceptable in land use, design, amenity, highways and environmental terms.

## BACKGROUND PAPERS

1. Application form.
2. Letter from Greater London Authority dated 10 December 2014.
3. E-mail from Transport for London dated 27 April 2015.
4. Letter from English Heritage dated 16 October 2014.
5. Emails from Network Rail dated 17 and 20 October 2014.
6. Letter from London Underground Ltd dated 30 September 2014.
7. Letter from Environment Agency dated 26 September 2014.
8. Letter from Thames Water dated 6 October 2014.
9. Letter from Natural England dated 24 September 2014.
10. Letter from Westminster Society dated 25 September 2014.
11. Memorandum from Highways Planning Manager dated 15 January 2015.
12. Memorandum from Cleansing Manager dated 25 February 2015.
13. Memorandum from Environmental Sciences Team dated 3 June 2015.
14. Memorandum from Environmental Health dated 14 November 2014.
15. Memorandum from Arboricultural Manager dated 3 November 2014.
16. Letter from Victoria Business Improvement District (undated).
17. Letter from occupier, 60 Barrington Court, 124 Wilton Road dated 19 September 2014.
18. Letter from occupier, 63 Barrington Court, 124 Wilton Road dated 12 May 2015.
19. Letter from occupier, 58 Barrington Court, 124 Wilton Road dated 15 September 2014.

IF YOU HAVE ANY QUERIES ABOUT THIS REPORT OR WISH TO INSPECT ANY OF THE BACKGROUND PAPERS PLEASE CONTACT MATTHEW MASON ON 020 7641 2926 OR BY E-MAIL – [mmason@westminster.gov.uk](mailto:mmason@westminster.gov.uk)

**DRAFT DECISION LETTER**

**Address:** Stockley House, 130 Wilton Road, London, SW1

**Proposal:** Demolition of existing office building (Class B1) and redevelopment comprising a 15 storey building plus three basement levels to provide between 104-110 residential units, retail floorspace (Class A1/A3/A4), car parking for 60 cars, plant enclosure at roof level and associated public realm works.

**Plan Nos:** 13001 C645\_P\_AL\_001, P\_AL\_002/B, P\_AL\_003/B, P\_AL\_004/A, P\_AL\_005/B, P\_B3\_001/B, P\_B2\_001/B, P\_B1\_001/E, P\_00\_001/D, P\_01\_001/C, P\_T2\_001, P\_T3\_001, P\_T4\_001, P\_13\_001, P\_14\_001, P\_15\_001, P\_RF\_001/A, S\_AA\_001/B, S\_BB\_001/C, S\_CC\_001/C, S\_NW\_001/C and S\_SE\_001/B.

**Case Officer:** Julia Asghar

**Direct Tel. No.** 020 7641 2518

**Recommended Condition(s) and Reason(s):**

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

**Reason:**

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

- 2 Except for basement excavation work, 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.

You must carry out basement excavation work only:

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

Noisy work must not take place outside these hours. (C11BA)

**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 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 submit detailed drawings at a scale of 1:10 and sections at 1:5 of the following parts of the development:
- i) Windows
  - ii) Typical Front elevation bay detail
  - iii) Balustrades
  - iv) Doors
  - v) Bronze panels
  - vi) Metal canopy

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)

5 **Pre Commencement Condition.**

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

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

(c) You must not use any part of the new building until we have confirmed that you have carried out the archaeological fieldwork and development according to this approved scheme. (C32BC)

Reason:

To protect the archaeological heritage of the City of Westminster as set out in S25 of Westminster's City Plan: Strategic Policies adopted November 2013 and DES 11 of our Unitary Development Plan that we adopted in January 2007. (R32BC)

- 6 **Pre Commencement Condition.** You must not start any demolition work on site until we have approved either:

- (a) a construction contract with the builder to complete the redevelopment work for which we have given planning permission on the same date as this consent, or
- (b) an alternative means of ensuring we are satisfied that demolition on the site will only occur immediately prior to development of the new building.

You must only carry out the demolition and development according to the proposed arrangements. (C29AC)

Reason:

To maintain the character of the area as set out in S25 and S28 of Westminster's City Plan: Strategic Policies adopted November 2013 and DES 1 and DES 9 (B) of our Unitary Development Plan that we adopted in January 2007 and Section 74(3) of the Planning (Listed Buildings and Conservation Areas) Act 1990. (R29AC)

- 7 You must apply to us for approval of details of the ventilation system to get rid of cooking smells, including details of how it will be built and how it will look. You must not begin the restaurant or bar uses 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. (C14AB)

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)

- 8 You must provide the waste store shown on drawing P\_B1\_001/E and P\_00\_001/D before anyone moves into the property. You must clearly mark it and make it available at all times to everyone using the building. You must store waste inside the property and only put it outside just before it is going to be collected. You must not use the waste store for any other purpose. (C14DC)

Reason:

To protect the environment and provide suitable storage for waste 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. (R14BD)

- 9 (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;
- (f) Measurements of existing LA90, 15 mins levels recorded one metre outside and in front of the window referred to in (d) above (or a suitable representative position), at times when background noise is at its lowest during hours when the plant and equipment will operate. This acoustic survey to be conducted in conformity to BS 7445 in respect of measurement methodology and procedures;
- (g) The lowest existing LA90, 15 mins measurement recorded under (f) above;
- (h) Measurement evidence and any calculations demonstrating that plant and equipment complies with the planning condition;
- (i) The proposed maximum noise level to be emitted by the plant and equipment.

**Reason:**

Because existing external ambient noise levels exceed WHO Guideline Levels, and as set out in ENV 6 (1), (6) and (8) and ENV 7 (A)(1) of our Unitary Development Plan that we adopted in January 2007, so that the noise environment of people in noise sensitive properties is protected, including the intrusiveness of tonal and impulsive sounds; and as set out in S32 of Westminster's City Plan: Strategic Policies adopted November 2013, by contributing to reducing excessive ambient noise levels. Part (3) is included so that applicants may ask subsequently for a fixed maximum noise level to be approved in case ambient noise levels reduce at any time after implementation of the planning permission.

- 10 No vibration shall be transmitted to adjoining or other premises and structures through the building structure and fabric of this development as to cause a vibration dose value of greater than 0.4m/s (1.75) 16 hour day-time nor 0.26 m/s (1.75) 8 hour night-time as defined by BS 6472 (2008) in any part of a residential and other noise sensitive property.

Reason:

As set out in ENV6 (2) and (6) of our Unitary Development Plan that we adopted in January 2007, to ensure that the development is designed to prevent structural transmission of noise or vibration.

- 11 The design and structure of the development shall be of such a standard that it will protect residents within it from existing external noise so that they are not exposed to levels indoors of more than 35 dB LAeq 16 hrs daytime and of more than 30 dB LAeq 8 hrs in bedrooms at night.

Reason:

As set out in ENV6 (4) of our Unitary Development Plan that we adopted in January 2007, and the related Policy Application at sections 9.84 to 9.87, in order to ensure that design, structure and acoustic insulation of the development will provide sufficient protection for residents of the development from the intrusion of external noise.

- 12 The design and structure of the development shall be of such a standard that it will protect residents within the same building or in adjoining buildings from noise and vibration from the development, so that they are not exposed to noise levels indoors of more than 35 dB LAeq 16 hrs daytime and of more than 30 dB LAeq 8 hrs in bedrooms at night.

Reason:

As set out in ENV6 of our Unitary Development Plan that we adopted in January 2007, and the related Policy Application at section 9.76, in order to ensure that design, structure and acoustic insulation of the development will provide sufficient protection for residents of the same or adjoining buildings from noise and vibration from elsewhere in the development.

- 13 You must apply to us for approval of details of a supplementary acoustic report demonstrating that the plant will comply with the Council's noise criteria as set out in Condition 9 and 10 of this permission. You must not start work on this part of the development until we have approved what you have sent us.

Reason:

Because existing external ambient noise levels exceed WHO Guideline Levels, and as set out in ENV 6 (1), (6) and (8) and ENV 7 (A)(1) of our Unitary Development Plan that we adopted in January 2007, so that the noise environment of people in noise sensitive properties is protected, including the intrusiveness of tonal and impulsive sounds; and as set out in S32 of Westminster's City Plan: Strategic Policies adopted November 2013, by contributing to reducing excessive ambient noise levels.

- 14 You must apply to us for approval of sound insulation measures and a Noise Assessment Report to demonstrate that the residential units will comply with the Council's noise criteria set out in Condition 11 and 12 of this permission. You must not start work on this part of the development until we have approved what you have sent us. You must then carry out the work according to the details approved before the residential units are occupied and thereafter retain and maintain.

Reason:

As set out in ENV 6 (1), (6) and (8) and ENV 7 (A)(1) of our Unitary Development Plan that we adopted in January 2007 (UDP), so that the noise environment of people in noise sensitive properties is protected, including the intrusiveness of tonal and impulsive sounds; and as set out in S32 of Westminster's City Plan: Strategic Policies adopted November 2013, by contributing to reducing excessive ambient noise levels.

- 15 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)

- 16 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)

- 17 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.

- 18 You must apply to us for approval of a Servicing Management Plan.

You must not occupy the development until we have approved what you have sent us. You must then carry out the servicing according to these details. (C26DB)

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)

- 19 You must apply to us for approval of details of the following parts of the development:-

1. A traffic management system close to the entrance of the car park/ lift.

2. Electric vehicular charging points for 20% of parking spaces.

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 and maintain them for the lifetime of the development.

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)

20 You must provide the following environmental sustainability features (environmentally friendly features) before you start to use any part of the development, as set out in your application.

- Photovoltaics

You must not remove any of these features. (C44AA)

Reason:

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

**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 You may need to get separate permission under the Town and Country Planning (Control of Advertisements) (England) Regulations 2007 if you want to put up an advertisement at the property. (I03AA)
- 3 Please contact our Environmental Health Service (020 7641 2971) to register your food business and to make sure that all ventilation and other equipment will meet our standards. Under environmental health law we may ask you to carry out other work if your business causes noise, smells or other types of nuisance. (I06AA)



- 4 Please contact our Environmental Health Service (020 7641 2000) to make sure you meet their requirements under the Control of Pollution Act 1974 and the Environmental Protection Act 1990. (I07AA)
- 5 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)
- 6 You will have to apply separately for a licence for any structure that overhangs the road or pavement. For more advice, please phone our Highways section on 020 7641 2642. (I10AA)
- 7 You will need to re-apply for planning permission if another authority or council department asks you to make changes that will affect the outside appearance of the building or the purpose it is used for. (I23AA)
- 8 Under the Highways Act 1980 you must get a licence from us before you put skips or scaffolding on the road or pavement. It is an offence to break the conditions of that licence. You may also have to send us a programme of work so that we can tell your neighbours the likely timing of building activities. For more advice, please phone our Highways Licensing Team on 020 7641 2560. (I35AA)
- 9 Under Section 25 of the Greater London Council (General Powers) Act 1973 you need planning permission to use residential premises as temporary sleeping accommodation. To make sure that the property is used for permanent residential purposes, it must not be used as sleeping accommodation by the same person for less than 90 nights in a row. This applies to both new and existing residential accommodation.  
  
Also, under Section 5 of the Greater London Council (General Powers) Act 1984 you cannot use the property for any period as a time-share (that is, where any person is given a right to occupy all or part of a flat or house for a specified week, or other period, each year). (I38AB)
- 10 When carrying out building work you must do all you can to reduce noise emission and take suitable steps to prevent nuisance from dust and smoke. Please speak to our Environmental Health Service to make sure that you meet all requirements before you draw up the contracts

for demolition and building work.

Your main contractor should also speak to our Environmental Health Service before starting work. They can do this formally by applying to the following address for consent to work on construction sites under Section 61 of the Control of Pollution Act 1974.

24 Hour Noise Team  
Environmental Health Service  
Westminster City Hall  
64 Victoria Street  
London  
SW1E 6QP

Phone: 020 7641 2000

Our Environmental Health Service may change the hours of working we have set out in this permission if your work is particularly noisy. Deliveries to and from the site should not take place outside the permitted hours unless you have our written approval. (I50AA)

- 11 You are encouraged to join the nationally recognised Considerate Constructors Scheme. This commits those sites registered with the Scheme to be considerate and good neighbours, as well as clean, respectful, safe, environmentally conscious, responsible and accountable. For more information please contact the Considerate Constructors Scheme directly on 0800 783 1423, [siteenquiries@ccscheme.org.uk](mailto:siteenquiries@ccscheme.org.uk) or visit [www.ccscheme.org.uk](http://www.ccscheme.org.uk).
- 12 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)
- 13 This permission is governed by a legal agreement between the applicant and us under Section 106 of the Town and Country Planning Act 1990. The agreement relates to:
  - \* £10,254,110 towards the Council's affordable housing fund.
  - \* The Council's Code of Construction Practice and a financial contribution of £34,000 per annum during demolition and construction to fund the Environmental Inspectorate and monitoring by Environmental Sciences officers.
  - \* A financial contribution of £270,000 for public realm improvements to Hudson's Place. In the event that agreement cannot be reached between the relevant parties within 6 months of the completion of the development this money shall revert to the Council's affordable housing fund.
  - \* Car club membership for each flat for 25 years.
  - \* Car Lift Management Strategy to ensure that the lift always returns to ground floor level and to set out what arrangements would be put in place to ensure that downtime is kept to an absolute minimum.
  - \* Car Parking Management Plan to include measures to ensure that no space is individually sold or allocated specifically to a unit or user and car parking spaces are on a first come first

served basis to residents only.

\* Obligation that the developer enters into a s.278 agreement with TFL to secure the proposed highway works including repaving and reconstruction of the loading bay in Bridge Place.

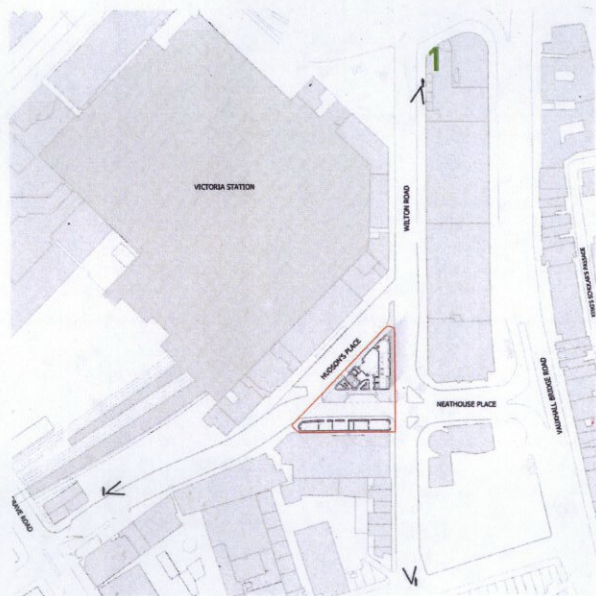
\* Safeguarding the feeder taxi rank on Bridge Place until the completion of the VSU works.

\* Monitoring costs.

- 14 Under Part 3, Class V of Schedule 2 of the Town and Country Planning (General Permitted Development) (England) Order 2015, the ground floor retail floorspace can change between the three uses (class A1, A3 and A4) we have approved for 10 years without further planning permission. However, the actual use 10 years after the date of this permission will become the authorised use, so you will then need to apply for permission for any further change. (I62A)
- 15 You should include features that improve biodiversity when designing the development and any open areas. For more advice, please speak to our Biodiversity Project Manager on 020 7641 1951. (I81AA)
- 16 Condition 14 requires the submission of sound insulation measures and Noise Assessment Report to predict internal noise levels with the proposed residential units. Your assessment should include a BS8223 façade calculation using the glazing and ventilation specification to demonstrate that the required internal noise levels are achievable. (I93AA)

## 6.0 CGI

### 6.1.1 Proposed view from Wilton Road looking south



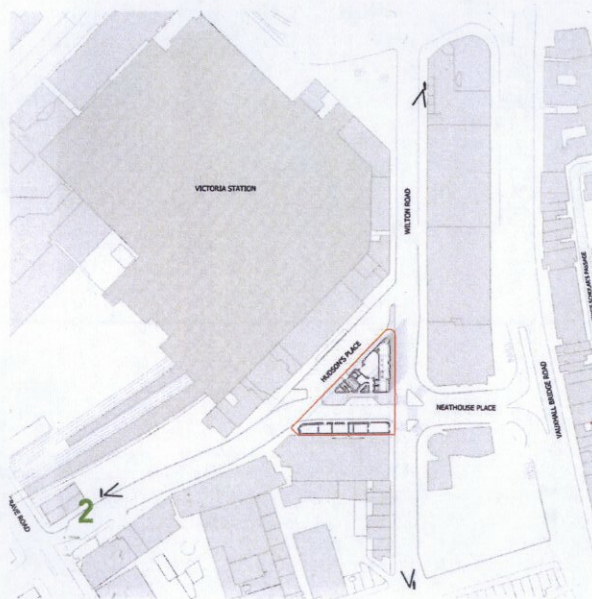
Position shown (indicative only)



1. Proposed view from north of the site at junction of Wilton Road and Vauxhall Bridge Road looking south

## 6.0 CGI

### 6.1.2 Proposed view from Bridge Place looking north



Position shown (indicative only)



2. Proposed view from Bridge Place looking north

# 6.0 CGI

## 6.1.3 Previous view from Bridge Place looking north



Position shown (indicative only)



3. Previous view from the south on Wilton Road looking north

## 3.0 Bridge Place

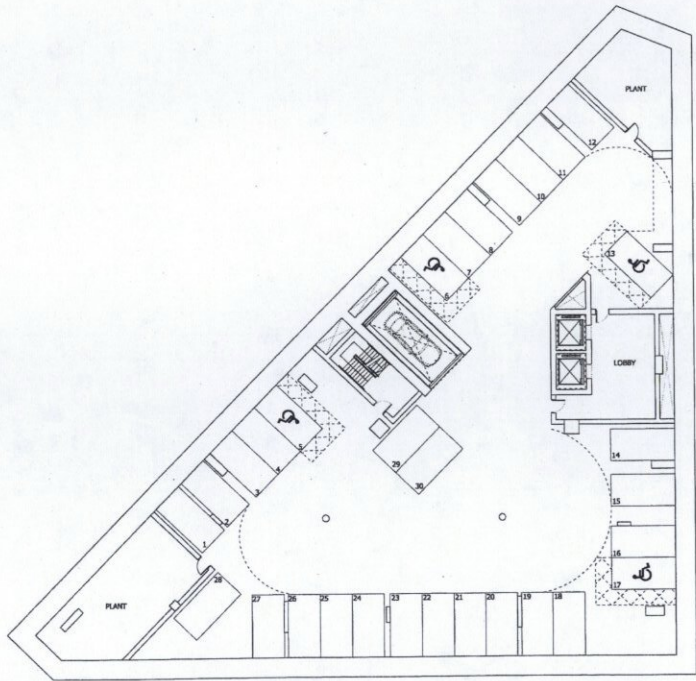
- 3.1.2 On the new arrangement the residential entrance moves towards the apex of the building. The new entrance location is separated from the refuse and service collection that are exclusively located on Bridge Place side. A more open arrangement on the east corner has been achieved.



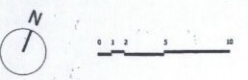
Previous underpass artist impression from Wilton Road

NOTES:  
 DO NOT SCALE FROM THIS DRAWING.  
 ALL DIMENSIONS TO BE CHECKED ON SITE.  
 ALL OMISSIONS AND DISCREPANCIES TO BE REPORTED TO THE ARCHITECT IMMEDIATELY.

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NUMBER OF PARKING SPACES:  
 BASEMENT 2: 30 (3 DISABLED)  
 BASEMENT 3: 30 (4 DISABLED)  
 TOTAL NUMBER OF PARKING SPACES: 60



Revision description	Date	Check	Rev
Issued for Planning	21.11.14	OG	A

**Squire and Partners**

77 Wicklow Street London WC1X 9JY  
 T: 020 7278 5555 F: 020 7239 0495

info@squireandpartners.com  
 www.squireandpartners.com

Project  
 Stockley House,  
 130 Wilton Road,  
 London

Drawing  
 Proposed  
 GA Drawing  
 Basement 2 Floor

Drawn	Date	Scale
JBA	25/06/2013	1:1000(A1)
Job number	Drawing number	Revision
13001	C645_P_B2_001	A





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— SITE BOUNDARY

ALL LEVELS ARE MEASURED TO FGD

Issued for Design/Advertisement	04.08.15	OG	B
Issued for Planning	21.11.14	OG	A
Rev No:	description	Date	Check Rev

**SQUIRE & PARTNERS**

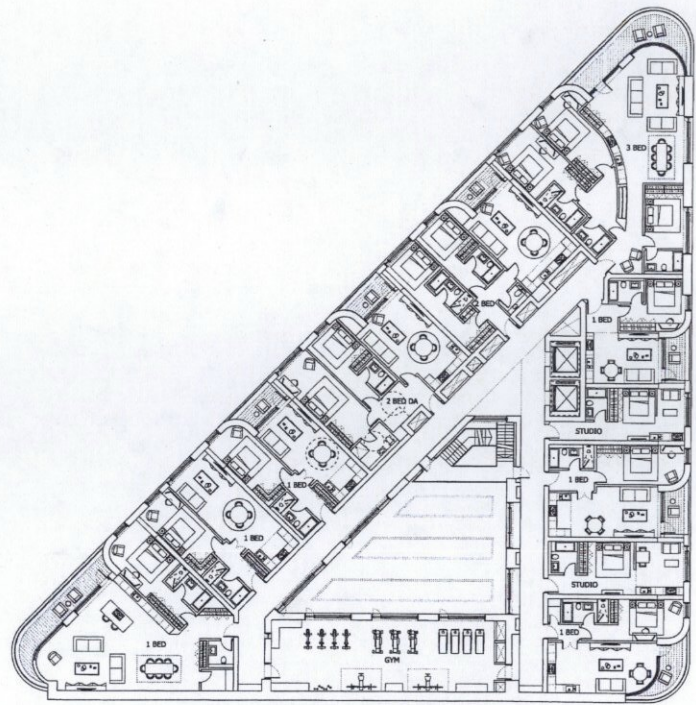
77 Wicklow Street London WC1X 9LY  
 T: 020 7278 5555 F: 020 7239 6485

Info@squireandpartners.com  
 www.squireandpartners.com

Project  
**Stockley House,  
 130 Wilton Road,  
 London**

Drawing  
**Proposed  
 Site Plan  
 Ground Floor**

Drawn	Date	Scale
DK	25/07/2014	1:500
Job number	Drawing number	Revision
13001	C645_P_AL_002	B



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Revision description	Date	Check	Rev
Issued for Plotting	21.11.14	GG	A

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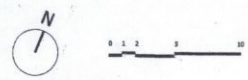
77 Wicklow Street London WC1X 9JY  
 T: 020 7278 5555 F: 020 7239 0495

info@squireandpartners.com  
 www.squireandpartners.com

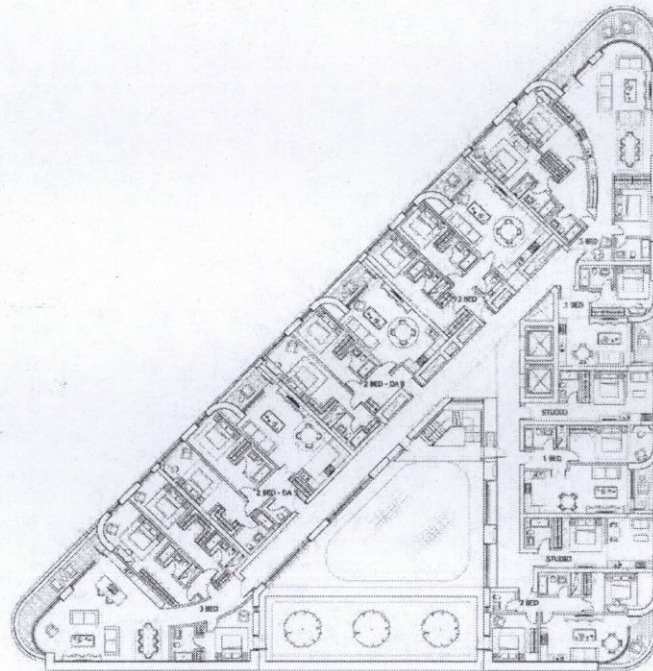
Project  
 Stockley House,  
 130 Wilton Road,  
 London

Drawing  
 Proposed  
 GA Drawing  
 First Floor

Drawn	Date	Scale
DK	26/03/2014	1:200(A3)
Job Number	Drawing number	Revision
13001	C645_P_01_001	A



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Revision description	Date	Check	Rev

### Squire and Partners

77 Wicket Street London, WC1X 5JY  
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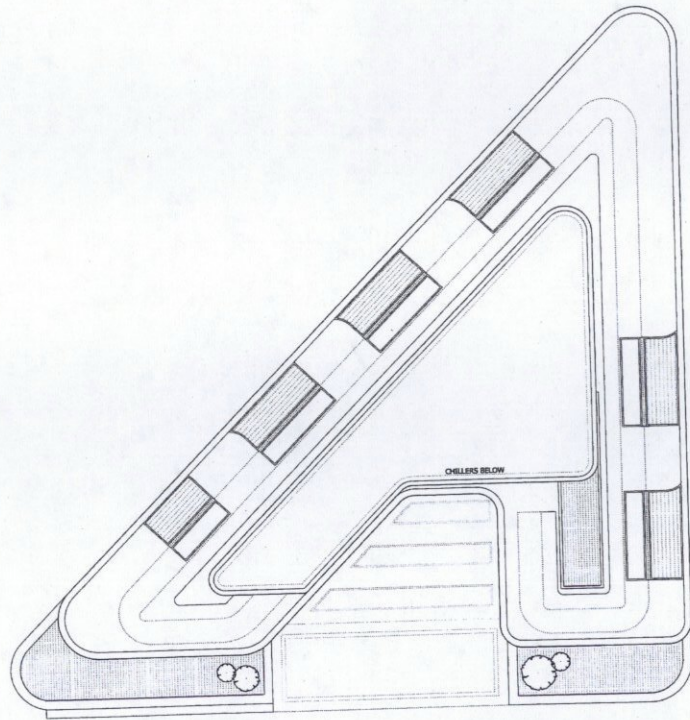
#@Squireandpartners.com  
 www.squireandpartners.com

Project  
**Stockley House,  
 130 Wilton Road,  
 London**

Discipline  
**Proposed  
 GA Drawing  
 Floors 2 - 7**

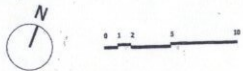
Drawn	Check	Scale
DK	26/03/2014	1:1000
Job number	Drawing number	Revision
13001	C645_P_T2_001	-





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Issued for Planning	21.11.14	OG	A
Revision description	Date	Check	Rev

### Squire and Partners

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Project  
**Stockley House,**  
 130 Wilton Road,  
 London

Drawing  
**Proposed**  
 GA Drawing  
 Roof Plan

Drawn	Date	Scale
JBA	25/06/2013	1:500 @ A3
Job number	Drawing number	Revision
13001	C645_P_RF_001	A