

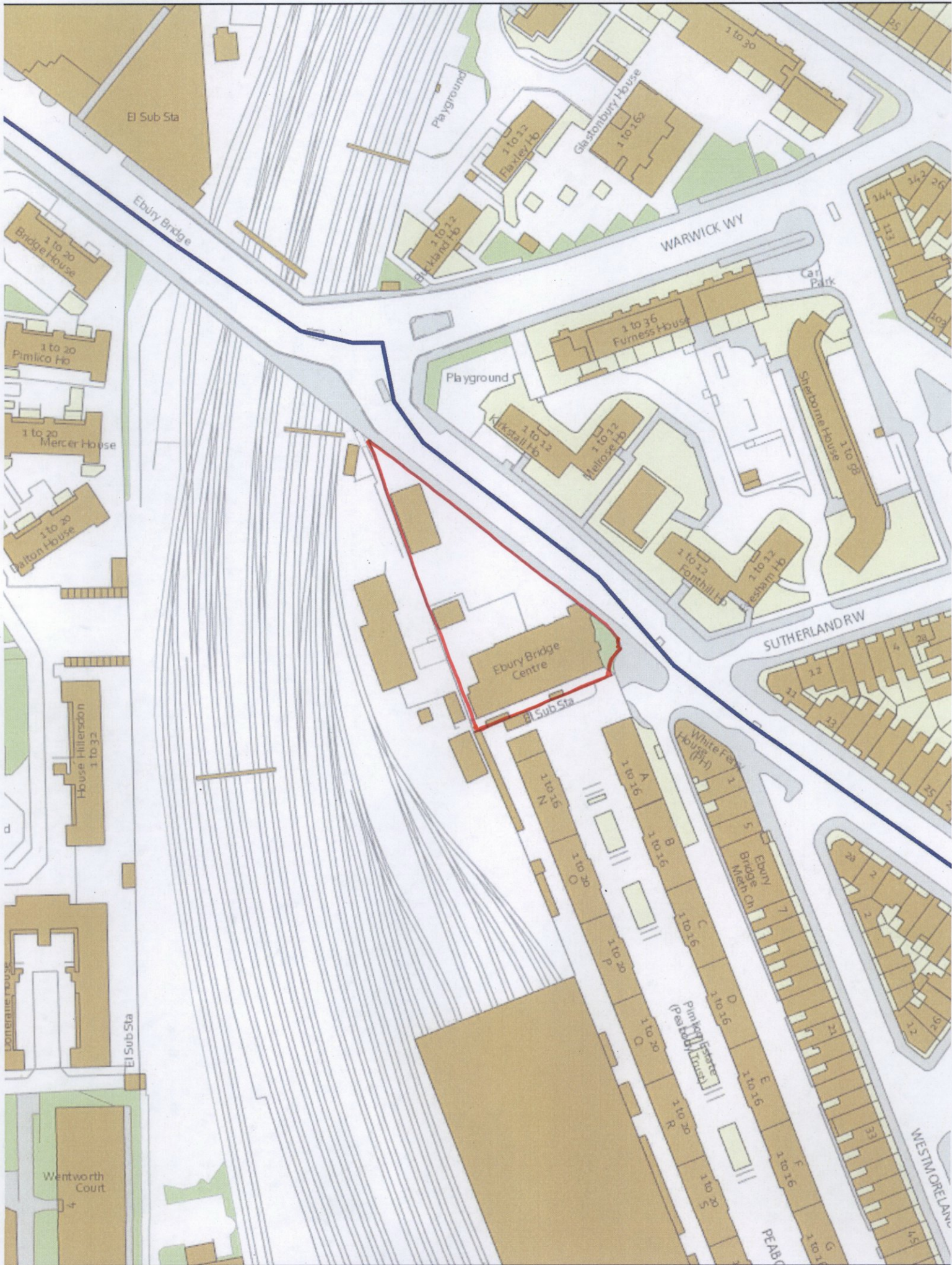
CITY OF WESTMINSTER			
PLANNING APPLICATIONS COMMITTEE	Date 1 September 2015	Classification For General Release	
Report of Director of Planning		Wards involved Churchill	
Subject of Report	Ebury Bridge Centre, Sutherland Street, London, SW1V 4LH		
Proposal	Erection of a mixed use development including the Sir Simon Milton Westminster University Technical College (UTC) (Class D1) in a building of ground, part three/part five upper floors with terrace at fifth floor level and a 11 storey residential building of 47 flats (Class C3). Excavation of a basement level across the site to provide 23 car parking spaces for the residential units, mini bus parking for the UTC, cycle parking and plant, and plant at main roof level.		
Agent	CBRE		
On behalf of	BY Development Limited		
Registered Number	15/05733/FULL	TP / PP No	TP/2679
Date of Application	25.06.2015	Date amended/ completed	25.06.2015
Category of Application	Major		
Historic Building Grade	Unlisted		
Conservation Area	Outside Conservation Area, but adjacent to boundaries with the Peabody Avenue and Pimlico Conservation Areas		
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 Outside Central Activities Zone		
Stress Area	Outside Stress Area		
Current Licensing Position	Not Applicable		

1. RECOMMENDATION

For Committee's consideration:

1. Does the Committee consider that the public benefits of providing a new educational institution and 47 residential units outweigh:
 - a. the lack of affordable housing provision in the light of the applicant's viability case.
 - b. any harm caused to the character and appearance of the adjacent conservation areas.
 - c. the impact on the amenity of surrounding residents.

2. Subject to 1. above and referral to the Mayor of London and the formal comments of the Environment Agency, grant conditional permission including conditions to secure the following:
 - a. Car club membership for all of the residential flats for a minimum period of 25 years, and unallocated car parking in the basement.
 - b. Highway works.
 - c. Public art provision.
 - d. Construction monitoring.
 - e. Street tree planting.





EBURY BRIDGE CENTRE, SUTHERLAND STREET, SW1

2. SUMMARY

This proposal represents an opportunity to secure the delivery of a regionally significant education institution, the University Technical College (UTC). It will serve both the acknowledged needs of industry and the employment prospects of young people and is to be provided with minimum public subsidy. The education and residential uses proposed accord with adopted policies across all tiers of Government, and at the very local level, with the Planning Brief adopted in 2009. However, the reliance on accompanying enabling development to minimise the extent of public subsidy and by doing so guaranteeing timely delivery, makes it difficult to fully reconcile other competing interests. In particular, other policy objectives are challenged, primarily those serving to a) fully protect the light enjoyed by neighbours, b) to provide affordable housing, and c) to prevent height incursions beyond the limits first proposed in the Planning Brief.

Officers consider that the change in lighting conditions, whilst regrettable and which are understandably subject to strong local objections, is acceptable in these special circumstances. In terms of the remaining objectives, a judgement is required on the priority to be afforded to each objective. These are all capable of being supported in policy terms but, increasingly in respect of all community proposals seeking to minimise the reliance on public subsidy, they can only do so at the expense of other policy objectives.

In terms of affordable housing, this can be provided but would be at the expense of the UTC. The development has been shown by independent assessors to be capable of supporting either the UTC or some affordable housing but not both.

In terms of height, this can be reduced without undue compromise to the architectural composition. Officers acknowledge that the residential building does project beyond the limits proposed by the Brief. However, any harm to the significance of the adjoining conservation areas is capable under the terms of the NPPF of being offset by the public benefits that might otherwise be lost. Our independent assessors also conclude that any substantive reduction in the extent of the enabling development would be fatally prejudicial to the delivery of the UTC.

The Committee's views are sought in terms of these competing interests.

3. CONSULTATIONS

COUNCILLOR GASSANLY

Whilst supports the proposed UTC object to the residential element of this planning application.

Raise an objection to the appearance, height and bulk of the proposed residential building which will be substantially taller than nearby buildings and the design is not in keeping with the character or architectural styles of the area. It will result in a loss of sunlight and daylight to nearby residential buildings and noise and a loss of privacy from the proposed terrace on the UTC. The number of proposed parking spaces is significantly lower than the number of the proposed flats which will result in an increase in congestion and on-street parking.

MARK FIELD MP

Enclose correspondence from a constituent principally concerned about the density and height of the proposed development and the additional strain placed on parking locally.

GREATER LONDON AUTHORITY (GLA)

Receipt of consultation: Stage 1 response to be reported verbally.

TRANSPORT FOR LONDON

For the proposal to comply with the transport policies of the London Plan the following matters should be addressed: reduce car parking levels; increase cycle parking and identify long and short stay provision; ensure any wheelchair accessible spaces are safe to use; EVCPs at 20% active and 20% passive (or higher); unallocated car parking provision; and secure a Travel Plan, Construction Logistics Plan, Delivery and Servicing Management Plan by S106 agreement or condition.

Contributions towards Legible London wayfinding should be included within S106. Bus service impact feedback to be provided separately.

HISTORIC ENGLAND (ARCHAEOLOGY)

Request for additional information. This information has been submitted and any further response will be reported verbally.

ENVIRONMENT AGENCY

Object, applicant's Flood Risk Assessment does not comply with national guidance, and a revised report is required.

Object and recommend that the Council refuses permission as the Flood Risk Assessment does not comply with the requirements set out in the Technical Guide to the NPPF.

NETWORK RAIL

Request that the developer must ensure that both during construction and after the completion of the works, that the proposal must not encroach onto Network Rail's land, affect the safety, operation or integrity of the railway and its infrastructure, undermine its support zone, damage the infrastructure, place additional load on cuttings, adversely affect any railway land or structure, oversoil or encroach on their air space or cause to destruct or interfere with any works or proposed works Network Rail proposes both now or in the future.

THAMES WATER

No objection subject to Grampian condition reserving a drainage strategy, piling method statement and Informatives.

NATURAL ENGLAND

No comment.

WESTMINSTER SOCIETY

Support the application. The lowest level of the frontage facing Sutherland Street of fair-faced concrete will be a target for graffiti artists and more thought should be given to this aspect of the scheme.

HIGHWAYS PLANNING MANAGER

The UTC is not proposed to have any car parking, other than one space for a mini bus which is acceptable. The 47 residential units are to have 23 parking spaces, which are intended to be unallocated with all residents eligible to apply for a 'right to park permit' within the basement. Car parking for the residential units is at a level comparable to, but higher than, the car ownership found in the local ward (33% of households have a car, with 0.4 vehicles per dwelling in Churchill Ward). This level of provision and the fact that it will be unallocated should minimise the amount of on-street parking by residents of the development which is acceptable. The applicant is also offering 25 year car club membership for each unit.

Cycle parking for the residential development is in line with Council and London Plan policies. 44 cycle parking spaces proposed for the UTC fall short of Council and London Plan policies.

At the very least a School Travel Plan should be secured by condition to show how the number of cycle parking spaces might be increased in the future should pupils require it.

The applicant has explained how on-street servicing could work in a way which is considered acceptable. The footway is widened along the front of the development, which is to be welcomed and complies with highway standards.

ENVIRONMENTAL HEALTH

Objection on environmental noise grounds as the development is unlikely to provide a suitable standard of amenity to the dwellings, in particular the bedrooms on the railway elevation. Recommend conditions in relation to façade treatment, plant noise and extraction and internal noise levels between structures.

BUILDING CONTROL

No objection.

CRIME PREVENTION DESIGN ADVISER

The design of the building complies with the principles of secured by design.

ARBORICULTURAL MANAGER

The loss of the Silver Birch would have a detrimental affect on the local amenity. New landscaping is welcome and it is recommended that details be secured by condition. Street trees should be secured along Sutherland Street.

ADJOINING OWNERS/OCCUPIERS AND OTHER REPRESENTATIONS

No. Consulted: 597; Total No. of Replies: 31

Six Foyer Notices to the six blocks on the opposite side of the railway tracks.

31 letters have been received from surrounding residents including Abbots Manor Residents Association, Westmoreland Triangle Residents Association, Peabody Avenue Estate, Balvaird Place Management Company and 13 Sutherland Street Residents Association on the following grounds:

Land Use

- The 2009 Planning Brief by Westminster City Council for the site has been totally disregarded.
- The proposed development will result in an overly high density, negatively affecting a quiet residential area.
- Overdevelopment of the site.
- The area is deficient in open space which should be provided instead of the residential development on the site.
- Either the UTC or residential should be provided, not both.
- No affordable housing is proposed.
- The UTC will have an adverse impact on local residents with inadequate provision made for lunch time and before and after school.
- The UTC should be self financing and not at the expense of the local community.
- There is a need for a technical college in the area?

Design

- The proposed development is completely out of keeping with the area, specifically the listed buildings on Sutherland Street and the Peabody Conservation Area.
- The design, height and size of the proposed development is not consistent with the character and architectural styles in the surrounding area.

- The proposed building is at least twice the height of all buildings in the immediate vicinity and will dominate the area. The height of the building contravenes the Planning Brief which set a maximum height of six storeys.
- The proposed building will be a giant carbuncle.
- The proposed fascia slabs in the design are not in keeping with Pimlico and does not conform with the traditional Pimlico colour palette.
- Loss of views from surrounding buildings.
- The Sir Simon Milton sign on the front of the building is too large and out of keeping.
- Oversailing of the building above ground level is unsympathetic to the character of the Pimlico and Peabody Conservation Areas.
- 11 storey building will blight the location.

Amenity

- Loss of sunlight and daylight to nearby residential properties.
- There will be big losses of light to flats in Kirkstall House which will have a serious negative impact on the quality of life of residents within the building.
- Loss of privacy, overlooking and noise from the proposed communal area/roof terrace on top of the UTC building which may be used late at night and at the weekends.

Highways

- The number of available on-street car parking spaces in the area is very limited. The proposed development only provides 50% parking for residents and none for visitors/students or teachers of the UTC, which will have a negative impact on parking facilities in the area.
- Residents should not be able to apply for Respark permits.
- Increase in congestion in the area.
- Overcrowding on the C10 bus which is already a busy bus route with an erratic service, proposed educational use will generate additional demand.
- The UTC should provide disabled parking.

Other

- Increase in rubbish likely to accumulate in surrounding streets.
- Noise and disturbance caused during construction work.
- The high building will create a wind tunnel.
- The consultation process for the development has been flawed.
- The majority of residents who attended the Abbots Manor Residents Association meeting did not demonstrate any great animosity for the scheme.

ADVERTISEMENT/SITE NOTICE: Yes.

4. BACKGROUND INFORMATION

4.1 The Application Site

The site is triangular in shape. It is bounded by Sutherland Street to the east, which provides the site frontage, and lies immediately opposite Kirkstall House, a residential block on the Abbots Manor Estate, Peabody Avenue Estate to the south and Network Rail land and the overground railway lines out of Victoria Station to the west.

The site is currently vacant. A Victorian school building which was last used by Westminster Adult Education Service (WAES) was demolished on the southern part of the site in March 2014. The remaining/northern part of the site was last used as a temporary Council cleansing depot.

Nearby listed buildings include the White Ferry Public House in Sutherland Street (Grade II) and Nos. 11, 13 to 31 (odd) Sutherland Street which are Grade II listed.

The site falls outside of a conservation area, but is located adjacent to the Pimlico and Peabody Avenue Conservation Areas. It is located outside the Core Central Activities Zone (CAZ). The area is predominantly residential in character, and to the west are the railway tracks serving Victoria Station and a signalling facility.

4.2 Relevant History

Numerous temporary permissions have been granted for the use of part of the education centre car park and temporary structures as a Council street sweeping depot from 16 June 2003 until 31 January 2013.

An application under Part 31 of the General Permitted Development Order for the demolition of the Victorian school building and two portacabins located within the site boundary was determined as Prior Approval not required in March 2014.

A Planning Brief for the site was adopted in February 2009.

5. THE PROPOSAL

Permission is sought for the erection of a mixed use development comprising of the Sir Simon Milton Westminster University Technical College (UTC) (Class D1) in a building of ground and part three/part five upper floors with terrace at fifth floor level to the south of the site with its main entrance on Sutherland Street; and a 11 storey residential building of 47 flats (16 x 1-bed, 18 x 2-bed and 13 x 3-bed) on the northern part of the site with separate access on the northern 'prow'.

It is proposed to excavate a basement level across the site to provide 23 car parking spaces for the residential units in a 'drive in' car park, cycle parking and plant, with further plant at main roof level. A parking space for the UTC mini bus is also proposed.

The proposed UTC is scheduled to open in 2017 (subject to planning) and is expected to welcome 75, 14 to 16 year olds and 150, 17 to 18 year olds in its first year, with a capacity up to 550 students. It is proposed that local residents will have access to the sports hall and roof terrace for community uses outside college hours, and this is to be managed as part of a community agreement.

42 cycle spaces for the UTC are proposed and 78 cycle spaces for the residential. A dedicated waste store is proposed at basement level for the UTC, and waste/recycling for the flats at ground floor level.

University Technical Colleges or UTCs were introduced by Central Government under the Education Act 2011 and the Academies Act 2010 and provide secondary school education between the ages of 14 -18. Students attending the UTC will benefit from a more technical orientated course of studies, combining national curriculum requirements with technical and vocational elements. Each UTC is associated to a sponsor University, which in this case is the University of Westminster alongside which the City of Westminster College and Employers Alliance (which includes Network Rail (the lead employer partner), Transport for London, Land Securities, Crossrail, BT Fleet, Sir Robert McAlpine and Alstom) will have a key role in designing the school curriculum which will be tailored to the needs of construction, transport and engineering industries.

The Sir Simon Milton Foundation will provide scholarships and bursary awards to help

students to progress into apprenticeships and higher education, with an emphasis on attracting those from less advantaged backgrounds. The Employer Alliance companies are committed to offering training and employment opportunities to students who have attended the UTC.

6. DETAILED CONSIDERATIONS

6.1 Land Use

The existing and proposed land uses can be summarised as follows:

Table 1

Use	Existing (m2)	Proposed (m2) GEA
Education (class D1)	Former WAES building now a vacant site	5,755
Residential	0	6,069
Total		11,824 (Applicant's calculations)

The University Technical College

Policy Context

The NPPF places great importance on ensuring that there are sufficient school places to meet the needs of existing and new communities. The framework identifies that local planning authorities should take a proactive, positive and collaborative approach to meeting this requirement and to development that will widen the choice of education. The document places an obligation on planning decisions to deliver the new social facilities that communities need.

Policy 3.16 (Recreation and Enhancement of Social Infrastructure) and 3.18 (Education Facilities) of the London Plan specify education provision as essential to meet the needs of a growing and diverse population and that proposals delivering education and skills learning should be supported and only be reduced where there are demonstrable negative local impacts which substantially outweigh the desirability of establishing a new school.

The City Council's main policies regarding education facilities are set out in SOC 1 and SOC 3 of the Unitary Development Plan (UDP) and S34 of Westminster's City Plan: Strategic Policies (the City Plan). These policies aim to protect all social and community floorspace.

Policy SOC 1 relates to community facilities in general. It states that community facilities will be required to: be located as near as possible to the residential areas they serve; not harm the amenity of the surrounding area, including the effect of any traffic generated by the proposal; and be safe and easy to reach on foot, by cycle and by public transport. The policy goes on to state that existing community facilities will be protected.

Policy SOC 3 relates to education facilities. It aims to ensure that the needs of education and training facilities are met. The policy states that such facilities should be designed so that they can be used for other community uses outside teaching hours.

Policy S10 of Westminster's City Plan: Strategic Policies adopted November 2013 relates to Pimlico and states that the area will be primarily for residential use with supporting retail, social and community and local arts and cultural provision.

A Planning Brief for the site was published in February 2009 in response to the City Council's review of its land ownership and operational requirements for the WAES. The Brief identifies that the site characteristics and policy context indicate that a social and community use or a residential-led development which includes an element of community facility provision would be the preferred development of the site.

Consideration of the UTC

The Planning Brief sets out the land use expectations for the site based on the then policy framework and the Council's intentions regarding the provision of adult education services. With the rationalisation of WAES (which now operates from a new facility in Lisson Grove and two satellite facilities at Pimlico School and the Amberley Centre), the site has become surplus to these requirements. The Brief and current policy in S34 of the City Plan then requires the site to be developed for other community uses except where specific circumstances prescribed by the policy apply. In these cases the loss of the community use can be justified and an alternative residential use supported.

The current proposal meets the policy and the requirements of the Brief as the educational use is continued and considerably increased in floorspace. Since the adoption of the latter, there has been an emergence of a strong presumption in favour of new educational uses at national, regional and borough level. All three tiers of policy, in particular national policy as set out in the NPPF, and Policy 3.18 of the London Plan 2015 all point to a prioritisation of educational use. New permitted development rights further emphasise this, linking in to the Government's initiatives of encouraging new free schools and academies as well as other more established forms of provision.

The proposed UTC is a free school falling within the Government's approach to improving and widening access and participation as part of the scope of secondary education. It specifically caters for 14 to 18 year olds and will join a small group of UTCs already established across London. The service it provides to Westminster residents is unique, meeting a known and continuing need for technical and vocational training. It will also serve pupils outside Westminster and is therefore able to demonstrate a regional significance.

The provision of the UTC at the size proposed more than meets the educational expectations for the site set out in policy and the Brief. It also constitutes a significant public benefit going well beyond the immediate neighbourhood.

The UTC includes sports and meeting facilities which will be available for wider community use outside teaching times. This again comprises a public benefit and through more modern and better designed facilities will improve upon the community uses previously available in the now demolished building. Should permission be granted, a community management agreement could be secured by condition, which will also cover hours of use.

Residential Use

The Brief and up to date Policies S14 of the City Plan and H3 of the UDP all support residential use on the site. 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. 47 market flats are proposed of which 13 are family sized (28%) which falls just short of the Council's target of 33%. Given the location of the building adjacent to the busy overground railway lines, the mix of unit sizes is considered acceptable in this instance.

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. 27 of the units are dual aspect and 45 of the flats will have access to their own private balcony.

Policy H8 of the UDP relates to the provision of homes for long term needs. 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.

Density

The residential element produces a density of 1,134 habitable rooms per hectare (hrh) which is in excess of the UDP range of 250-500hrh and just over the 1100hrh identified in the London Plan. Despite the objections received, the proposal is not considered to represent an overdevelopment of the site in density terms.

Affordable Housing

Policy S16 of the City Plan states that in housing developments of either 10 or more additional units or more than 1,000m² of additional residential floorspace, it 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 6069m² (GEA) of residential floorspace proposed would require the provision of 2124.15m² (35% of floorspace) of on-site affordable housing or a payment in lieu towards the Council's affordable housing fund of £11,735,398.

The new residential block sits on a relatively small floor plate with most of the site coverage taken up by the lower UTC. This limits the residential building to one core. For design and amenity reasons it would be difficult to add any further significant amount of residential floorspace let alone the floorspace required to accommodate around 22 affordable flats. With these constraints it is accepted that no practical scope is evident to allow the affordable housing to be provided in addition to the current market flats. It can only come about through the considerable reduction in market units within the proposed building envelope.

Independent consultants, Lambert Smith Hampton, appointed by the City Council to assess the viability case put forward by the applicant, has confirmed that the scheme would not be viable if any of the market flats were replaced on site with affordable units, nor can the proposals support a payment in lieu to the Council's affordable housing fund. They also confirm that any reduction in the quantum of market floorspace would also endanger the viability of the scheme and agree that any surplus likely to be realised is at the low end of commercial acceptability.

Financing for the UTC comprises funding from Central Government, direct funding from the Council, and a significant contribution from the enabling development (the market flats). There will be no on-going rental income from the UTC. There is no further flexibility available to replace the enabling funding with additional funds from these other sources. Any requirement therefore on the developer to provide a payment to the affordable housing fund would fatally prejudice the timely delivery of the UTC.

In considering the amount of affordable housing required on individual sites, Policy H4 of the UDP allows the Council to take into account any particular costs associated with the development of the site, and whether the provision of affordable housing would make it difficult to meet other planning objectives that need to be given priority in developing the site. It is clear that the costs of the UTC can reasonably comprise such particular costs, and that its delivery is reasonably capable of taking priority in the light of strong support for such uses across all levels of adopted policy.

In the light of the viability case, the Committee is asked to consider whether the public benefits associated with delivering the regionally significant UTC are sufficient to set aside the provision of affordable housing, either on site, off site or as a payment in lieu in this instance.

6.2 Townscape and Design

The site is currently cleared of buildings. It previously contained a red brick Victorian Board School, later converted to college use. It has a challenging environment with the busy Sutherland Street/Warwick Way junction to the north and east and the main railway line approach to Victoria Station to the west. The triangular shape of the site also raises difficulty in site planning and layout and its location at the apex of development to the south gives the site a heightened significance in terms of its townscape role. Any development here would be prominent in views from the north and west and, therefore, assume something of the status of a landmark building in the local townscape.

The site is not in a conservation area, but the Peabody Avenue and Pimlico Conservation Areas are adjacent to the south and south east. These each have distinct characters, with the Peabody Estate being a consistent built form of buff London stock brick worker's housing of four to five storeys and Pimlico being a more varied, but still consistent, pattern of three to four storey neo classical terraces, predominantly in stucco. There are a number of listed buildings within the Pimlico Conservation Area, immediately to the east of the site, but the defining feature of this area is its uniformity rather than outstanding individual buildings.

To the north and north east is a modern development of flats, the Abbots Manor Estate, dating from the 1960-70s. They vary in height from six to eight storeys with the singular exception of the 23 storey tower of Glastonbury House. On the other side of the railway lines is the Ebury Bridge Estate, with consent for partial demolition and redevelopment with residential apartment blocks of 10, 12 and 14 storeys. To the north, on the corner of Buckingham Palace Road and Ebury Bridge is a modern development of 10 storeys.

In townscape and historic building terms, the site is relatively unconstrained, largely surrounded by modern developments and transport infrastructure with the notable exception of the two conservation areas to the south and south east of the site. Any development of the site should attempt to reflect the differing scale and character of the townscape to the south and north.

The scale, height and form of development

The form of the development is dictated to some extent by the shape of the site and the need to accommodate two very distinct uses. The scale of surrounding development suggests that the development on the southern part of the site needs to be lower than that on the northern part. In response, the new UTC has been located on the southern part of the site. It is designed in brick, to reflect the materials of the previous School Board on the site and the adjacent Peabody Estate. It is located slightly further north (i.e. away from the adjacent Peabody buildings) than the previous building on the site and is approximately 3.2m higher to the parapet and 4m higher overall (approx. 24m above ground level). This increase in scale and height is comparatively minor and the verified view from the Peabody Estate does not show this element as being out of scale or harmful to the conservation area character. On Sutherland Street, the new building is closer to the site boundary than the previous, and therefore the increase in scale is slightly more apparent than may otherwise have been. However, in townscape terms the height and scale of development of this part of the site does not seem harmful to either the adjacent Pimlico Conservation Area character or the more modern development on the other side of Sutherland Street.

The residential development is concentrated on the northern part of the site where there are less townscape constraints. The proposal is for a residential tower of 10 storeys over ground level, giving an approximate height above ground level of 38m (bearing in mind the sloping ground level). This is considerably higher than the immediately surrounding development which is between four to six storeys. However, in the slightly wider vicinity there is a higher

scale of development from between eight-14 storeys. Bearing in mind that the residential tower is located on the apex of the site and has some significance as a local landmark, it is not necessarily considered that an increase on this part of the site is unacceptable in townscape terms.

UDP Policy DES 1 states that development should “maintain the character, urban grain, scale and hierarchy of existing buildings and the spaces between them.” Given the variety of scale and height of surrounding development, it is considered that the principle of a higher element on the northern part of the site is sound. UDP Policy DES 3 relates to high buildings and while the height of this proposal is not of the scale that requires engagement with all the provisions of this policy, it is useful to test the impact of the tower on the key identified receptors in terms of visual impact – conservation areas, London squares, canal views, Royal Parks, the Thames Policy Area and listed buildings. The proposed tower would have no impact on any London squares, the Royal Parks, or river views. The impact on the adjacent listed buildings is minimal as they are too distant to have any direct relationship. However, it is clear that there is a not insignificant impact on the adjacent conservation areas.

The proposed tower is clearly higher than the scale of development within the conservation areas immediately adjacent and therefore is open to views. From the Peabody Avenue Conservation Area, the tower is clearly seen from the central avenue, rising above the brick UTC building in the foreground. The impact is shown on Verified View 3. While visible, the view is partly masked by the line of trees, and even without these, it is not considered that the impact on this view is such as to seriously harm the strongly defined character of this area. There is no impact on other views from the conservation area.

With regard to the Pimlico Conservation Area, the site is located at the extreme north east corner of the conservation area and therefore the visual impact is restricted to relatively small parts of the conservation area and, in particular, to those streets aligned with the development (Sutherland Street and Westmoreland Place) as the grid layout and scale of surrounding buildings prevents any views from most of the conservation area. The impact on these views is shown in Verified Views 2 and 4. View 2 shows the view from Sutherland Street and the tower is clearly visible, although visually separated from the stucco terrace by the brick UTC building, it does appear as something of a termination to the long view and is not read as part of the conservation area setting.

While the impact of this view is considered harmful, the level of harm is considered relatively minor. Verified View 4 shows the impact on Westmoreland Place and the fleeting view of the tower is considered so minor as to not register as harmful from this viewpoint. Given the overall scale of the Pimlico Conservation Area, it is considered that the visual impact on the Sutherland Street view constitutes only minor harm, it would be less than substantial in terms of the guidance in the NPPF, and could be considered to be outweighed by the public benefits that the scheme provides.

The detailed design

The two elements of the proposal, UTC and residential flats, have their own distinct built form and materiality that helps to reduce the overall visual scale of development and introduce a logic and legibility to the scheme.

The UTC is rendered in brick, reflecting the previous building on the site and the nearby Peabody Estate. The fenestration is of a scale that suggests an institutional use, but still reflects the nature of the brick and the scale of surrounding development. A large feature window to the corner marks its street presence and the glazed entrance atrium provides a welcoming and interactive frontage to Sutherland Street. Metal panels to the ground floor form a solid and durable base, while on the railway side they extend up the side of the sports hall providing a clear visual separation between the residential and UTC elements of the scheme.

The residential tower is given a more overt presence by the use of large pre-cast reconstituted stone panels, offset to provide a greater variety to the facade. The panels have a vertical fluting to provide additional texture and articulation, while the metal trim and framing will be a dark colour. The exact colour and texture of pre-cast panels and metalwork would be conditioned for future approval. The entrance to the residential block is on the north corner under a vertical stack of balconies which provide a strong visual anchor to this prominent corner. The ground floor to Sutherland Street is disappointing in as much that it largely consists of metal panels and doors accessing refuse stores and other ancillary spaces. While it is understood that there is very limited opportunities for locating these necessary ancillary facilities, it is hoped that the cladding can be enlivened by some other means, perhaps public art or discrete lighting. In summary, it is considered that the detailed design of the buildings is an appropriate response to the site constraints, and opportunities.

The 2009 Planning Brief for this site envisaged development of the site to be no higher than the existing Ebury Bridge Centre building. However, further analysis of the site and its impact on key views has suggested that the northern part of the site closest to the railway line could take a higher building with only limited impact on the adjacent townscape and views. The scale of development proposed for the southern part of the site corresponds broadly with the requirements of the Brief. At the time the Brief was drafted, it was not considered that the site would be likely to be developed with two different buildings in different uses and therefore no real consideration was given to the different constraints that may apply to the northern part of the site as opposed to the southern part. Also, as with any development brief, the site could not be analysed in the depth that has been possible with the current proposal and nor was there the benefit of verified views analysis.

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 site has been cleared and as such neighbouring properties currently experience high levels of daylight and sunlight. Inevitably, any new development which seeks to build up to the site boundaries will reduce light and outlook received by the neighbouring properties. The proposed UTC building will be approximately the same height as the former WAES building and steps down to three storeys in the middle section of the site. The residential building rises some 11 storeys (approximately 38m high) at the northern end of the site where there has been no previous buildings.

Strong objections have been received from surrounding residents on amenity grounds, principally loss of light, loss of privacy/overlooking and overbearing impact.

Sunlight and daylight

The City Council generally has regard to the standards for daylight and sunlight as set out in the Building Research Establishment (BRE) 'Site Layout Planning for Daylight and Sunlight' (as revised 2011). The applicant's consultants GIA have carried out the necessary tests using the methodology set out in the BRE guidelines. Daylight and sunlight tests have been carried out on the nearest, most affected residential properties on the Abbots Manor Estate, Peabody Estate, the Ebury Bridge Estate (on the opposite side of the railway lines) and at the northern end of Westmoreland Terrace (Nos. 1, 3, 5 and The White Ferry Public House) and Sutherland Street (Nos. 11, 12 and 13).

The recommendation in the BRE guide is that reductions of over 20% of existing daylight levels are likely to be noticeable. The daylight report shows that a number of windows within Furness House, Melrose House and Fonthill House on the Abbots Manor Estate and Block A and N on the Peabody Avenue will experience transgressions outside the BRE guidelines. However, the biggest losses will be experienced by residents within Kirkstall House, and the report therefore focuses on this block.

Kirkstall House is six storeys high and comprises 12 flats, two flats per floor. Each flat contains four windows on the Sutherland Street frontage, two of which serve bedrooms and two serve the main living room. Every window to this frontage breaches BRE guidelines and the proposal will therefore result in a material worsening of daylight standards to these properties. The results of the VSC assessment for each of the living room windows (the main habitable room) are shown in the table below.

Table 2: Loss of Daylight to Kirkstall House

Floor level	Existing VSC	Proposed VSC	% Loss VSC
First floor (ground level)	29	9	69
Flat 1	28.5	8.5	70.2
Flat 2	27.5	8.5	69.1
	28.5	9.5	66.7
Second floor			
Flat 3	19	2.5	86.8
	36	16	55.6
Flat 4	35.5	17	52.1
	17	4.5	73.5
Third floor			
Flat 5	19.5	2.5	87.2
	36.5	17	53.4
Flat 6	36	18	50
	18	5.5	69.4
Fourth floor			
Flat 7	19.5	2.5	87.2
Flat 8	37	18.5	50
Fifth Floor			
Flat 9	20	3	85
	37.5	19.5	48
Flat 10	Not known		

Sixth floor	20.5	4.5	78
Flat 11	32.5	15.5	52.3
	32.5	17	47.7
Flat 12	20	9	55

The most affected window in each of the living rooms is the smaller of the two windows and is located beneath a balcony. The BRE guidelines acknowledge that existing windows with balconies above them typically receive less daylight, and that even a modest obstruction opposite may result in a large relative impact on the VSC. With the exception of the flats on the first/ground floor, the larger living room window to each of the flats will retain VSC levels of 15.5 or above which is not dissimilar to that experienced in the lower floors of properties generally in the Pimlico area, which is characterised by properties of four/five storeys in height.

In respect of sunlight, the BRE guide suggests that a dwelling will appear reasonably well sunlit provided that at least one main window wall faces within 90% of due south and it receives at least a quarter of annual probable sunlight hours (APSH), including 5% of APSH during the winter months. As with the tests for daylighting, the guidance recommends that any reduction below this level should be kept to a minimum; if a window will not receive the amount of sunlight suggested, and the available sunlight hours is less than 0.8 times their former value, either over the whole year or just in winter months, then the occupants of the existing building will notice the loss of sunlight; if the overall annual loss is greater than 4% of APSH, the room may appear colder and less cheerful and pleasant.

Due to the open existing site the proposal will result in reduced sunlight to Kirkstall House. However, the sunlight analysis demonstrates that all of the larger windows serving the main living rooms at second floor level and above will satisfy the BRE guidelines for both annual and winter sunlight hours. The smaller windows will see losses in winter and annual sunlight well in excess of BRE guidelines because of the presence of the balconies. At first/ground floor level the living room windows will retain good winter sunlight, but APSH will fall to about 20.

There is no doubt that the daylight and sunlight losses to flats in the lower floors of Kirkstall House are undesirable and regrettable, and fall at the extreme of what can reasonably be considered acceptable even for a Central London location. In mitigation, the flats affected will remain adequately lit albeit with a much reduced outlook and sense of airiness. Such losses would be unavoidable even with a new building on the site that mirrors the height of Kirkstall House. The only means of protecting substantively the existing lighting conditions would be to reduce any new building to a maximum height of three or four storeys, falling below the obstruction already caused by the overhanging balconies to the affected flats. If this were to be done the floorspace then available on the site would be considerably below that necessary to deliver the public benefits in the scheme and the opportunity for the new UTC would be lost. Officers conclude therefore that these exceptional circumstances are sufficient in this instance to justify the losses of amenity to neighbouring flats.

Privacy

A large terrace is proposed at fifth floor level on the UTC which is also proposed to be used for community use. The residential blocks opposite on the Abbots Manor Estate are some 22m away and the windows on the flank elevation of Peabody Avenue 16m. It is not therefore considered that it will result in any significant overlooking/loss of privacy to the surrounding residents. Planting is proposed around the perimeter of the terrace which could be secured through condition, and the hours of usage of the terrace through the Community Use agreement which will be required should permission be granted.

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.

6.4 Transportation/Servicing**Car parking**

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.

The proposed car park utilises a ramp and drive in arrangement which is welcomed. 23 car parking spaces are proposed for 47 residential units, which falls short of the Council's maximum standard. The applicant states that the parking spaces will be unallocated with all residents eligible to apply for a 'right to park permit' within the basement. The intention is to minimise potential for overspill parking to on-street in the surrounding area.

The Highways Planning Manager is satisfied with the level of car parking proposed, on the basis that it is at a level comparable to, but higher than, the car ownership found in the local ward (33% of households have a car, with 0.4 vehicles per dwelling in Churchill Ward). While residents will still be able to obtain residents' parking permits if they wish, the level of provision and the fact that it will be unallocated should minimise the amount of on-street parking by residents of the development. The applicant has also offered car club membership for each of the flats for 25 years. Should permission be granted, it is recommended that this be secured by condition.

No car parking is proposed for the UTC, other than one space for a mini bus. The Highways Planning Manager raises no objection to this element of the scheme.

Cycle Parking

78 cycle parking spaces are proposed for the residential element of the scheme which exceeds Council policy and meets the London Plan requirement of one per dwelling for one bedroom or fewer and two spaces per dwelling for two bedrooms or more.

For the UTC 20 cycle parking spaces are proposed for students and 22 for staff which falls short of the London Plan policy (which requires one space per eight staff/students and one further short stay space per 100 students), and therefore require 80 spaces.

The cycle parking standards are intended to be aspirational and to encourage greater use of cycling as the mode of travel. Should permission be granted, a condition is recommended requiring a revised School Travel Plan to show how the number of cycle parking spaces might be increased in the future should pupils require them.

Servicing

Servicing is proposed to take place on street. The Highways Planning Manager is satisfied that servicing can be accommodated on street.

The proposal involves the removal of a 6m section of on-street residents parking on Sutherland Street to be replaced with single yellow line to provide vehicular access to the UTC

workshops. Whilst this will result in the loss of daytime parking spaces, these spaces will be available at night when there is the greatest demand by residents.

Building Line

The proposal includes the widening of the footway along Sutherland Street which will increase the area of footway available to pedestrians which is welcomed. The building will overhang the footway but will be over the required 1m from the vehicular carriageway and will have 2.6m vertical clearance.

6.5 Economic Considerations

The economic benefits generated by the proposal are welcomed.

6.6 Access

The needs of the disabled and ambulant disabled have been integrated into the design of the new buildings. There is level pedestrian access provided to both the UTC and the residential building from Sutherland Street with level lift access to all floor levels including the external balcony and terrace areas. The building design is in accordance with the Equality Act (2010) and will comply with Part M (access to and use of buildings) of the Building Regulations.

6.7 Other UDP/Westminster Policy Considerations

Archaeology

Historic England (Archaeology) advise that no decision should be made until a revised archaeological desk-based assessment (DBA) has been assessed. The DBA concludes that the site has moderate archaeological potential for remains associated with the Anglo Saxon and Medieval periods.

The response from Historic England (Archaeology) will be reported verbally to Committee.

It is anticipated that the revised DBA has addressed their concerns, and the protection of these heritage assets can be secured by conditions, if the Committee are minded to approve.

Air Quality

The proposed development is situated in an area of poor air quality and a range of mitigation measures are proposed to safeguard the future educational and residential users which can be controlled by condition.

Contaminated Land

Environmental Health advise that elevated levels of measuring lead polyaromatic hydrocarbons and petroleum hydrocarbons have been identified on site and, as such, a remediation strategy will be required and this can be reserved by condition.

Electro-Magnetic Interference

Environmental Health recommend a condition regarding the submission of further information regarding Electro-Magnetic interference from the substation prior to the occupation of the residential flats.

Noise Ingress to the Proposed Uses

Environmental Health object to the proposal on the grounds that the residential development is unlikely to provide a suitable standard of amenity, in particular the bedrooms located on the railway elevation and recommend that the layout be redesigned and the external balconies amended to winter gardens.

The applicant has submitted an acoustic strategy for both the educational and residential components of the development to demonstrate that the amenity of the future occupiers can be safeguarded. Again, these measures can be secured by condition.

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

For reasons outlined in Section 6.1 of this report, it is not viable to provide any on site or a contribution in lieu of affordable housing, and Committee's views are being sought.

The applicant is willing to provide in addition to the unallocated car parking, free car club membership for a period of 25 years. It is recommended, if Committee are minded to approve, that this offer should apply to all 47 private flats.

It is also recommended that the applicant pay for the associated highway works, provide public art, pay for new street trees and towards construction monitoring.

The applicant had indicated that out of the £200,000 earmarked for planning obligations, that a contribution is made towards play space improvements. However, this proposal falls below the 50 residential threshold set out in the Council's SPG on Planning Obligations. It is considered that the sum identified for play space improvements be used towards construction monitoring.

Transport for London has requested a contribution towards Legible London signage, but the applicant has identified that it is not possible to make further contributions, and this request is not considered necessary in the circumstances.

6.11 Environmental Assessment including Sustainability and Biodiversity Issues

Environmental Assessment

The City Council determined on 26 November 2014 that this proposal was not of sufficient

scale to have significant effects on the environment, and therefore an Environmental Assessment was not required under the 2011 EIA Regulations. The EIA Regulations changed in 2015, but this proposal under the new Regulations would not trigger an Environmental Impact Assessment (EIA).

Sustainability

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 Energy and Sustainability Reports in support of their application. It is proposed to deliver a 38% improvement in carbon emissions based on the current Building Regulations. It achieves this through energy efficiency measures which include improved fabric insulation, air tightness, high efficiency fans and cooling plant, heat recovery on ventilation systems and daylight control of lighting. It is also proposed to connect to the nearby Pimlico District Heating Undertaking. The use of renewable energy in the form of a 185m² array of photovoltaic panels is proposed at main roof level on both the UTC and the residential building (11%).

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

The existing site is considered to be of low biodiversity interest.

A green roof is proposed on the roof of the lower section of the UTC building and the applicant states that they intend on providing insect hotels, bat and bird boxes. Should permission be granted, it is recommended that these be secured by condition.

Biodiversity/Trees

It is proposed to remove a Silver Birch tree which provides amenity value. The Arboricultural Manager considers its loss is regrettable. New landscaping is proposed around the site and should permission be granted, it is recommended that this be secured by condition, including the provision of street trees along Sutherland Street.

6.12 Other Issues

Basement Excavation/Construction

Building Control have advised that the structural methodology is considered acceptable.

The applicant has submitted a Construction Management and Logistics Plan to ensure that the amenities of surrounding residents are safeguarded during the construction. It is accepted that the excavation of the basement and the construction of the UTC and the flats are likely to cause noise, disturbance and disruption, and the applicant has agreed to make contributions towards construction monitoring to mitigate the impact on surrounding residents.

Flood Risk

The site is located within Flood Zone 3. The Environment Agency object to the applicant's

submitted Flood Risk Assessment (FRA) on the basis that it fails to comply to national advice. They state that the submitted report fails to address that the site is within an area at risk during a breach event. The applicant has been requested to amend their FRA and any response received from the Environment Agency will be reported to Committee.

Wind Conditions

Objections have been raised on the grounds that the 11 storey building will cause a wind tunnel. It is not considered that the proposal will create environmental problems at street level in terms of wind.

Railway Lines/Network Rail

Adjacent to the application site is the land owned by Network Rail. Network Rail have set out a number of requirements which have been passed to the applicant to address.

The applicant states that the proposal has been developed with the future redevelopment of the Network Rail land. The proposed new building located next to the western boundary is not a 'good neighbour' (i.e. being set back from the boundary taking its fair share of light) and therefore windows in the western elevation will not be afforded to the same degree of protection in terms of their light, outlook and privacy should a planning application be submitted in the future.

Statement of Community Involvement

The applicant has carried out extensive consultation prior to the submission of this application, which have included public exhibitions in November 2014 and April 2015 and over 7,000 leaflets have been distributed. The applicant in their Statement of Community Involvement states that significant and noticeable changes to the scheme have taken place, in reducing scale, massing and overall height, splitting the educational and residential on a vertical level rather than a horizontal, reducing number of flats from 60 to 47 and proposing 23 on-site parking spaces.

6.13 Conclusion

This proposal represents an opportunity to secure the delivery of a regionally significant education institution. It will serve both the acknowledged needs of industry and the employment prospects of young people and is to be provided with minimum public subsidy. The education and residential uses proposed accord with adopted policies across all tiers of Government, and at the very local level, with the Planning Brief adopted in 2009. However, the reliance on accompanying enabling development to minimise the extent of public subsidy and by doing so guaranteeing timely delivery, makes it difficult to fully reconcile other competing interests. In particular, other policy objectives are challenged, primarily those relating to a) affordable housing, b) townscape and design in relation to the 11 storey building and c) impact on the amenities of surrounding residents.

Officers consider that the loss of light, whilst regrettable and which are understandably subject to strong local objection, is acceptable in these special circumstances. In terms of the remaining objectives, a judgement is required on the priority to be afforded to each objective. These are all capable of being supported in policy terms but, increasingly in respect of all community proposals seeking to minimise the reliance on public subsidy, they can only do so at the expense of other policy objectives.

In terms of affordable housing, this can be provided but would be at the expense of the UTC. The development has been shown by independent assessors to be capable of supporting either the UTC or some affordable housing but not both. The applicant's viability report sets out the reasons why it is not possible to provide affordable housing.

In terms of height, this can be reduced without undue compromise to the architectural composition. Officers acknowledge that the residential building does project beyond the limits proposed by the 2009 Planning Brief. However, any harm to the significance of the adjoining conservation areas is capable under the terms of the NPPF of being offset against the public benefits of the scheme. Our independent assessors also conclude that any substantive reduction in the extent of the enabling development would be fatally prejudicial to the delivery of the UTC.

The Committee's views are sought in terms of these competing interests. If the Committee are minded to approve, this application will need to be referred back to the Mayor of London.

BACKGROUND PAPERS

1. Application form.
2. E-mail from Councillor Gassanly dated 21 July 2015.
3. Letter from Greater London Authority dated 15 July 2015.
4. Letter from Transport for London dated 4 August 2015.
5. Letter from Historic England undated.
6. Letter from Natural England dated 7 July 2015.
7. Letter from Thames Water dated 24 July 2015.
8. Letter from Westminster Society dated 29 July 2015.
9. Memorandum from Highways Planning Manager dated 16 July 2015.
10. Response from Environment Agency.
11. Response from Network Rail dated 28 July 2015.
12. Memoranda from Environmental Health dated 21 July 2015 and 11 August 2015.
13. Memorandum from Arboricultural Manager dated 28 July 2015.
14. Memorandum from Building Control.
15. Memorandum from Designing Out Crime Officer dated 17 July 2015.
16. Letter from Rt Hon Mark Field MP dated 3 August 2015.
17. Letter from Peabody dated 16 July 2015.
18. Letter from 23 Lindsay Square, SW1 dated 28 July 2015.
19. Letter from Abbots Manor Residents Association dated 6 August 2015.
20. Letter from 15 Westmoreland Terrace, SW1 dated 24 July 2015.
21. Letter from Westmoreland Triangle Residents Association dated 19 July 2015.
22. Letter from 28 Westmoreland Terrace, SW1 dated 22 July 2015.
23. Letter from resident of Westmoreland Terrace, SW1 dated 19 July 2015.
24. Letter from 2 Sutherland Street, SW1 dated 20 July 2015.
25. Two Letters from Flat 12, Kirkstall House, SW1 dated 22 July 2015.
26. Letter from 13 Sutherland Street, SW1 dated 22 July 2015.
27. Letter from Flat 4 Bella Best House, Westmoreland Terrace, SW1 dated 20 July 2015.
28. Letter from 43 Westmoreland Terrace, SW1 dated 19 July 2015.
29. Letters from Flat 6, Kirkstall House, SW1 dated 6 July 2015.
30. Letter from Flat 9, Melrose House, SW1 dated 17 July 2015.
31. Letter from 14 Sutherland Street, SW1 dated 3 August 2015.
32. Letter from 8 Sutherland Street, SW1.
33. Letter from 26 Clarendon Street, SW1.
34. Letter from 19-21 Sutherland Street, SW1.
35. Letter from 4a Cumberland Street, SW1.
36. Letter from 27 Sutherland Street, SW1.
37. Letter from 5 Westmoreland Place, SW1 dated 26 July 2015.
38. Letter from 1 Westmoreland Place, SW1 dated 22 July 2015.
39. Letter from 71 Westmoreland Terrace, SW1 dated 28 July 2015.

40. Letter from 53 Westmoreland Terrace, SW1.
41. Letter from 25 Sutherland Street, SW1.
42. Letter from 10 Westmoreland Terrace, SW1 dated 16 July 2015.
43. Three letters containing no names or addresses.

IF YOU HAVE ANY QUERIES ABOUT THIS REPORT OR WISH TO INSPECT ANY OF THE BACKGROUND PAPERS PLEASE CONTACT AMANDA COULSON ON 020 7641 2875 OR BY E-MAIL – acoulson@westminster.gov.uk





R SIMON MILTON

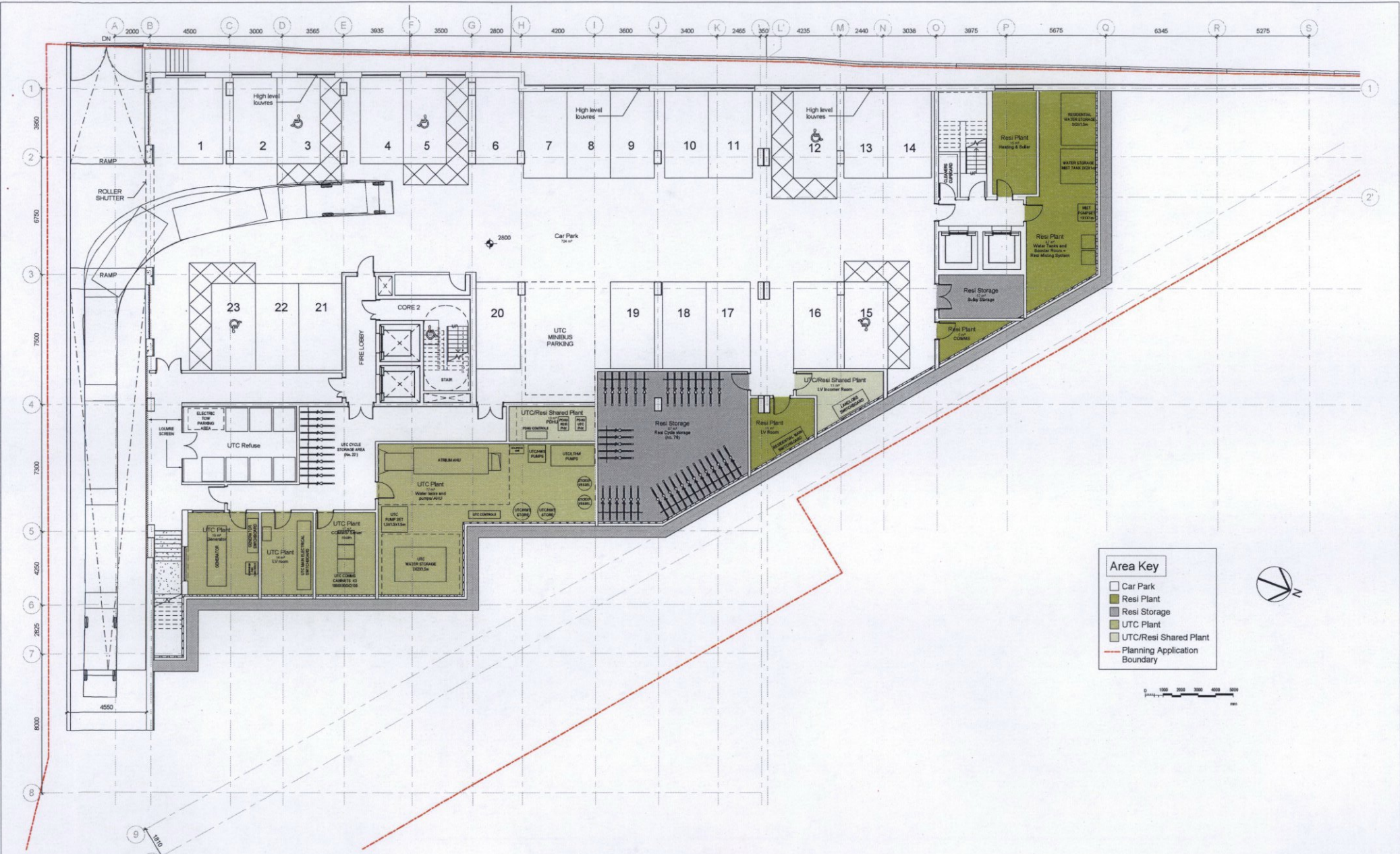
4.0 University Technical College (UTC) Design

CENTRAL VOLUME

The lower volume at the centre of the site or northern part of the UTC, fronts Sutherland Street with a 3 storey atrium formed of a variety of elegant glazed and metal panels, ranging from transparent / translucent and opaque. The glazing at Ground Floor will incorporate the UTC signage and feature surround to demark the entrance. The intention is to generate transparency into the functioning and activity of the UTC as well as to reinforce the impressive space of the Atrium. To the west (rail track elevation) the Main Hall is entirely metal clad and has been designed as a continuation of the Basement and Ground Floor. Three high level windows are provided in the Main Hall to allow natural light to penetrate the space. The Main Hall roof will partially house a plant space. The plant will be enclosed with metal louvres, both vertically and horizontally (capped) to shield the Residential occupants from viewing the plant equipment. The louvres will also act as an acoustic barrier (wherever required) to meet the appropriate regulations. The remainder of this roof will be covered with extensive green roof providing a pleasant outlook for both the UTC occupants and the adjacent residents

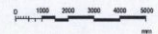


VIEW OF UTC ENTRANCE



Area Key

- Car Park
- Resi Plant
- Resi Storage
- UTC Plant
- UTC/Resi Shared Plant
- Planning Application Boundary



NOTES:

- DO NOT SCALE FROM THE DRAWING. ALL DIMENSIONS MUST BE CHECKED/VERIFIED ON SITE.
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ALL REVISIONS

Rev	DATE	REVISION HISTORY	Des	Dwn	Chk	App
B	24/01/15	PLANNING APPLICATION SUBMISSION	SR	SR	SR	SR
A	15/01/15	PAGE 7 SUBMISSION	SR	SR	SR	SR



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Drawn by	Author		
Checked	Checker		
Approved	Approver		

ORIGINATOR

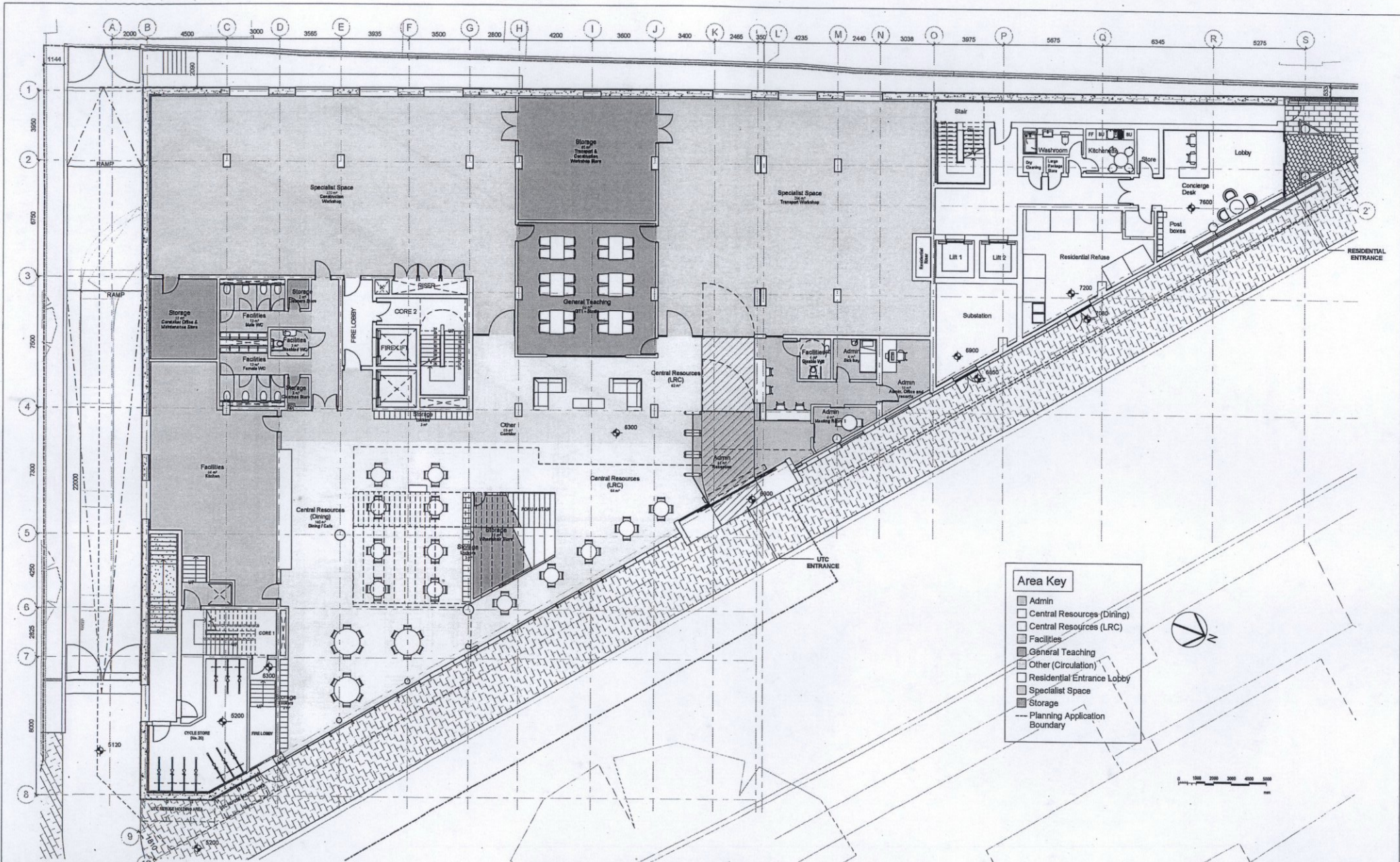
SHEPPARD ROBSON

SCALE: 1:100 @ A1
 FIRST ISSUE DATE: 26/02/15
 PROPOSED STATUS: FOR PLANNING

DRAWING TITLE

Ebury Bridge Centre
 Lower Ground Floor Plan

PROJECT	ISSUE	TRADE	AREA	TYPE	LEVEL	SEQUENCE	REV
ECW	SRO	A31	ALL	GA	LG	202001	B

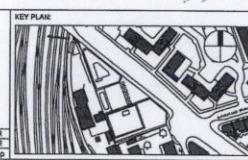
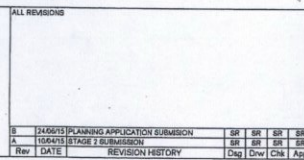


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ALL REVISIONS

Rev	DATE	REVISION HISTORY	Des	Drw	Chk	App
B	24/06/15	PLANNING APPLICATION SUBMISSION	SR	SR	SR	SR
A	10/04/15	STAGE 2 SUBMISSION	SR	SR	SR	SR



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Drawn by	Author		
Checked	Checker		
Approved	Approver		

ORIGINATOR

SHEPPARD ROBSON

SCALE: 1 : 100

12/02/15

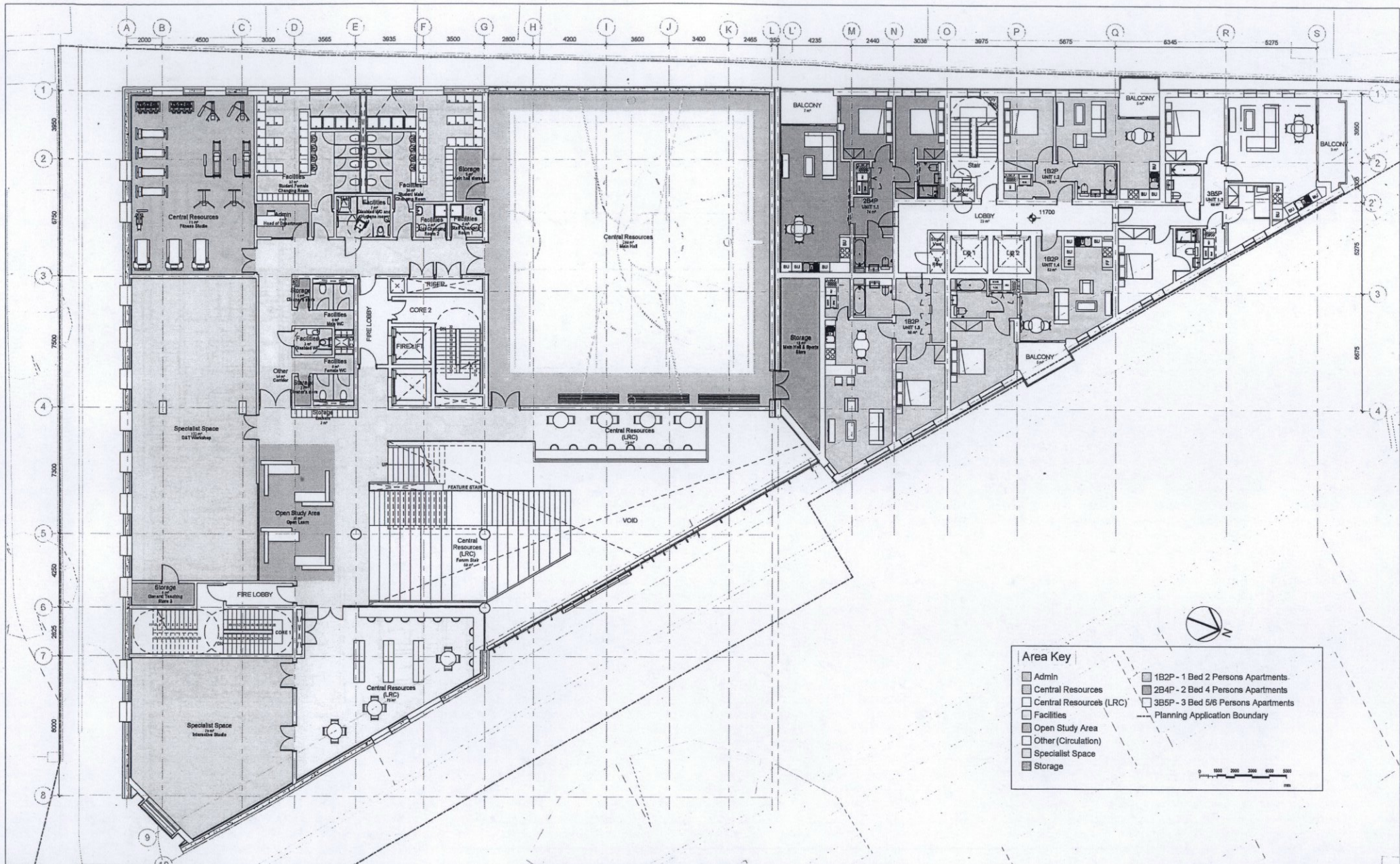
FOR PLANNING

DRAWING TITLE

Ebury Bridge Centre

Ground Floor Plan

PROJECT	ISSUER	TRADE	AREA	TYPE	LEVEL	SEQUENCE	REV
ECW	SRO	A31	ALL	GA	GND	202002	B



Area Key

- Admin
- Central Resources
- Central Resources (LRC)
- Facilities
- Open Study Area
- Other (Circulation)
- Specialist Space
- Storage
- 1B2P - 1 Bed 2 Persons Apartments
- 2B4P - 2 Bed 4 Persons Apartments
- 3B5P - 3 Bed 5/6 Persons Apartments
- Planning Application Boundary

0 100 200 300 400 500
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NOTES:

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ALL REVISIONS

Rev	DATE	REVISION HISTORY	Des	Dwn	Chk	App
B	24/02/15	PLANNING APPLICATION SUBMISSION	BR	BR	BR	BR
A	10/04/15	STAGE 2 SUBMISSION	BR	BR	BR	BR



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BOUYGUES DEVELOPMENT

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Designer			
Drawn by	Author		
Checked	Checker		
Approved	Approver		

ORIGINATOR

SHEPPARD ROBSON

SCALE: 1:100

FIRST ISSUE DATE: 12/02/15

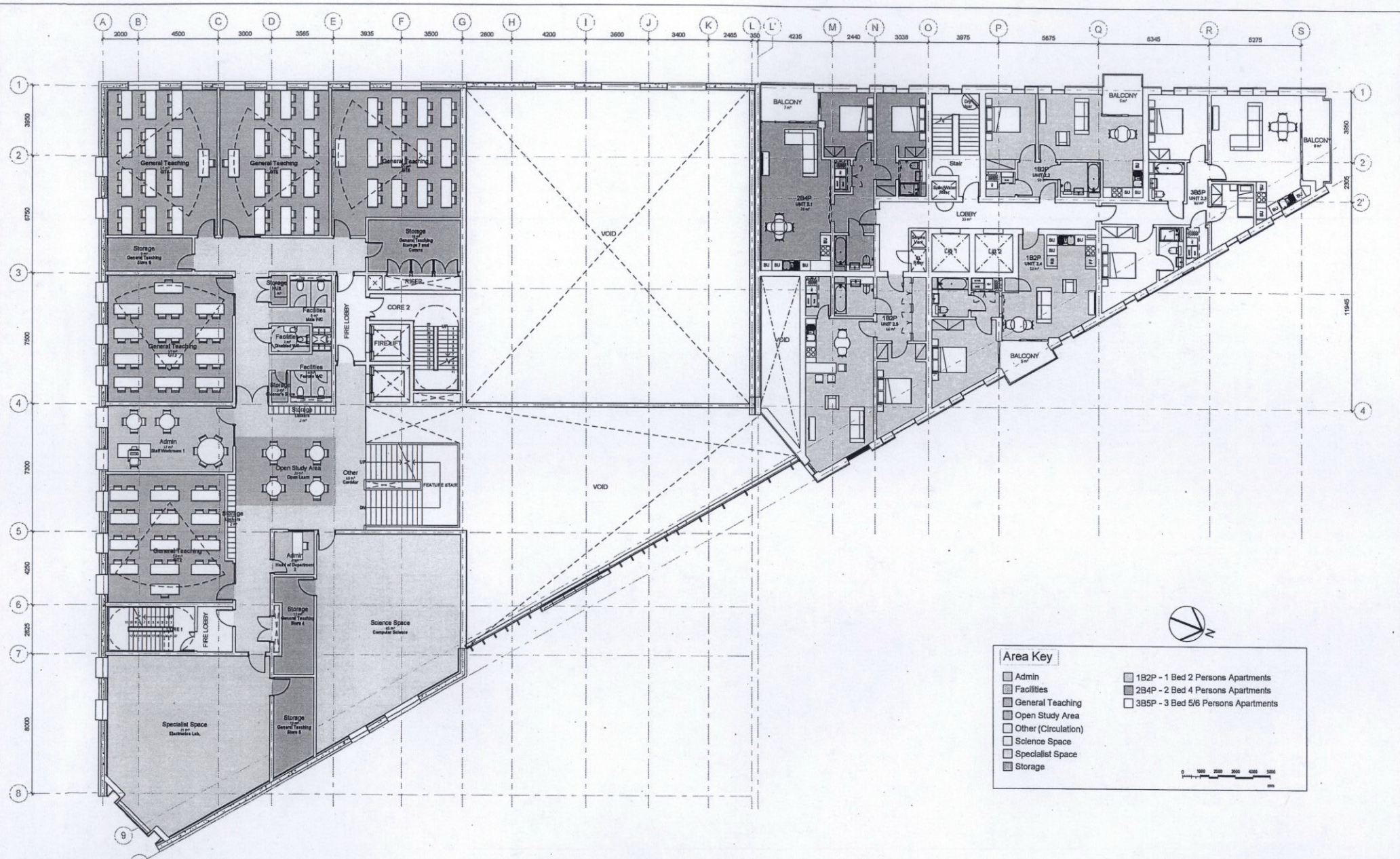
PROPOSED STATUS: FOR PLANNING

DRAWING TITLE

Ebury Bridge Centre

Level 1 Plan

PROJECT	ISSUER	TRADE	AREA	TYPE	LEVEL	SEQUENCE	REV
ECW	SRO	A31	ALL	GA	01	202003	B



Area Key

- Admin
- Facilities
- General Teaching
- Open Study Area
- Other (Circulation)
- Science Space
- Specialist Space
- Storage
- 1B2P - 1 Bed 2 Persons Apartments
- 2B4P - 2 Bed 4 Persons Apartments
- 3B5P - 3 Bed 5/6 Persons Apartments

NOTES:

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- THIS DRAWING IS TO BE READ IN CONJUNCTION WITH THE LATEST ARCHITECTURAL, STRUCTURAL AND BUILDING SERVICES DRAWINGS AND SPECIFICATIONS.
- ALL DIMENSIONS IN MILLIMETRES UNLESS NOTED OTHERWISE. ALL LEVELS IN METRES UNLESS NOTED OTHERWISE.
- ALL DISCREPANCIES NOTED ON SITE ARE TO BE REPORTED TO THE DESIGNER IMMEDIATELY.
- THIS DRAWING MUST NOT BE USED FOR INSTALLATION PURPOSES. THE CONTRACTOR SHALL PRODUCE INSTALLATION DRAWINGS.

ALL REVISIONS

Rev	DATE	REVISION HISTORY	Dwg	Drw	Chk	App
B		34/06/15 PLANNING APPLICATION SUBMISSION	SR	SR	SR	SR
A		10/04/15 STAGE 2 SUBMISSION	SR	SR	SR	SR



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Name	Signature	Date
Designed by	Designer	
Drawn by	Author	
Checked	Checker	
Approved	Approver	

ORIGINATOR

SHEPPARD ROBSON

SCALE: 1 : 100

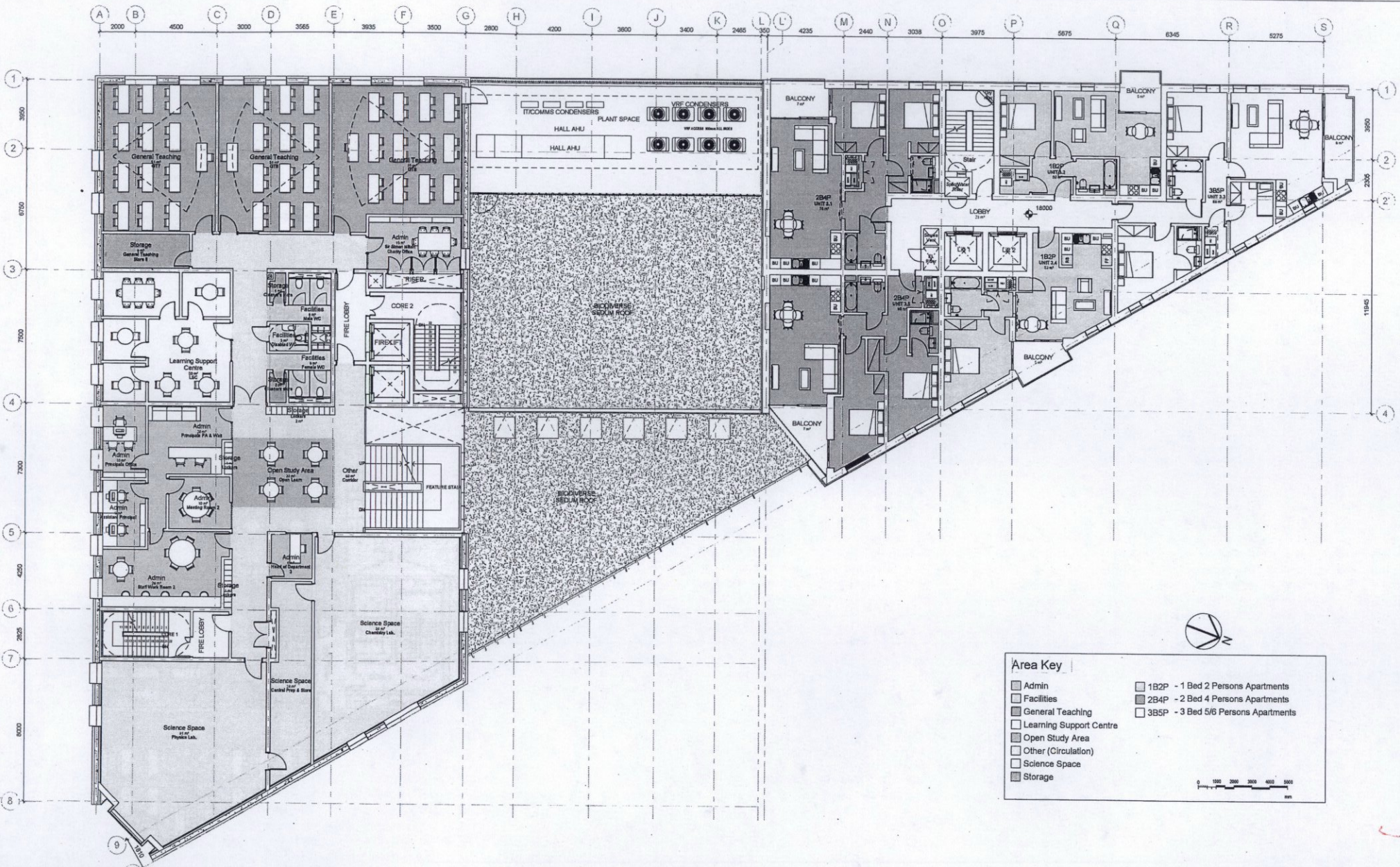
FIRST ISSUE DATE: 12/02/15

PROPOSED STATUS: FOR PLANNING

DRAWING TITLE

Ebury Bridge Centre
 Level 2 Plan

PROJECT	ISSUER	TRADE	AREA	TYPE	LEVEL	SEQUENCE	REV
ECW	SRO	A31	ALL	GA	02	202004	B



Area Key

	Admin		1B2P - 1 Bed 2 Persons Apartments
	Facilities		2B4P - 2 Bed 4 Persons Apartments
	General Teaching		3B5P - 3 Bed 5/6 Persons Apartments
	Learning Support Centre		
	Open Study Area		
	Other (Circulation)		
	Science Space		
	Storage		

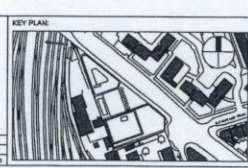
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NOTES:

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- ALL DIMENSIONS IN MILLIMETRES UNLESS NOTED OTHERWISE. ALL LEVELS IN METRES UNLESS NOTED OTHERWISE.
- ALL DIMENSIONS NOTED ON THIS ARE TO BE REPORTED TO THE EXHIBITOR IMMEDIATELY.
- THIS DRAWING MUST NOT BE USED FOR INSTALLATION PURPOSES. THE CONTRACTOR SHALL PROVIDE INSTALLATION DRAWINGS.

ALL REVISIONS

Rev	DATE	REVISION HISTORY	Desg	Chw	CHK	App
1		CLIENTS PLANNING APPLICATION SUBMISSION	SR	SR	SR	SR
2		ISSUE FOR STAGE 1 SUBMISSION	SR	SR	SR	SR



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Drawn by Author		
Checked Checker		
Approved Approver		

ORIGINATOR

SHEPPARD ROBSON

SCALE: 1:100

FIRST ISSUE DATE: 12/02/15

PROPOSED STATUS: FOR PLANNING

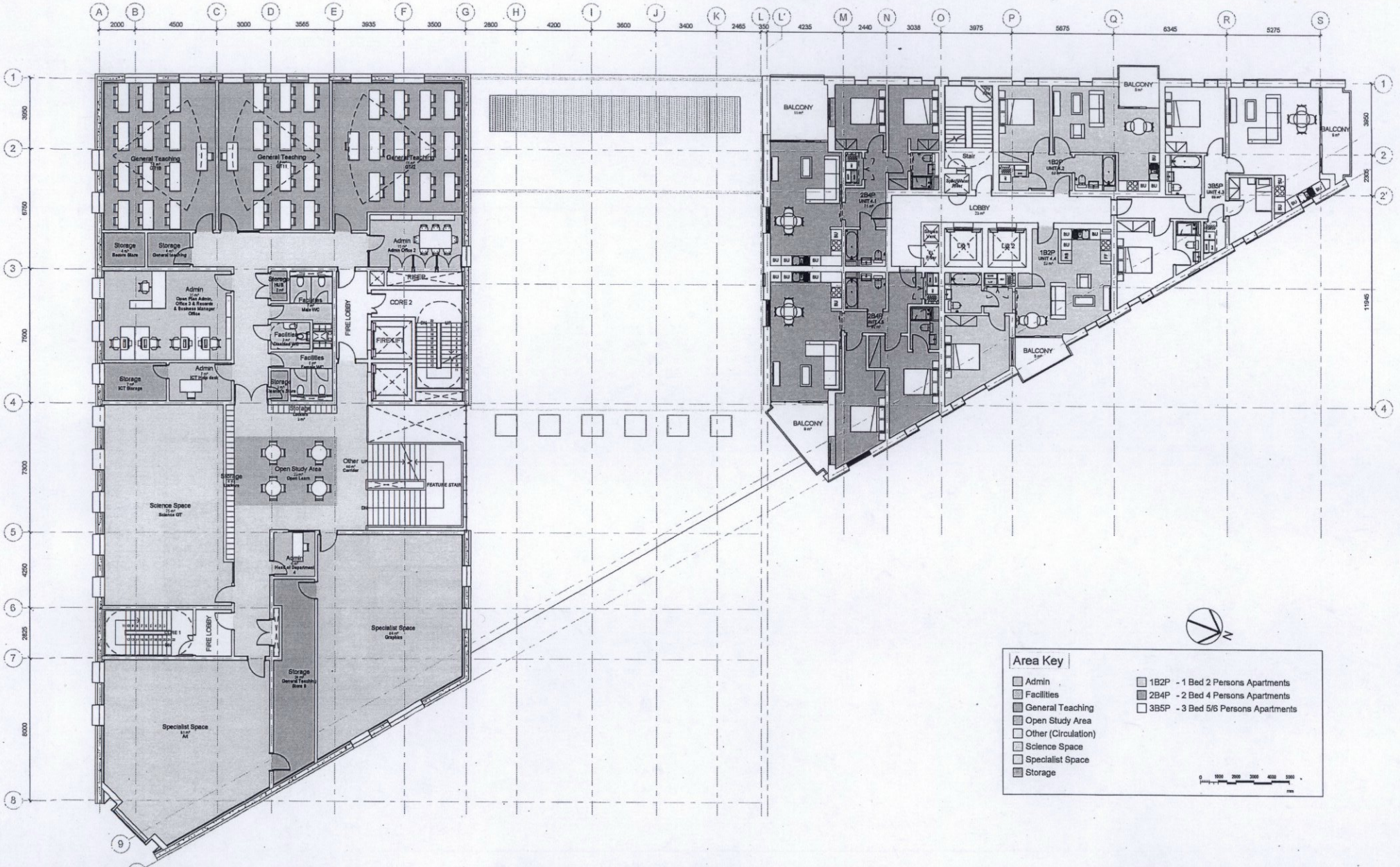
BM FILE NAME: ECW-SRD-A31-ALL-01-CTL

DRAWING TITLE

Ebury Bridge Centre

Level 3 Plan

PROJECT	ISSUER	TRADE	AREA	TYPE	LEVEL	SEQUENCE	REV
ECW	SRO	A31	ALL	GA	03	202005	B



Area Key

	Admin		1B2P - 1 Bed 2 Persons Apartments
	Facilities		2B4P - 2 Bed 4 Persons Apartments
	General Teaching		3B5P - 3 Bed 5/6 Persons Apartments
	Open Study Area		
	Other (Circulation)		
	Science Space		
	Specialist Space		
	Storage		

NOTES:

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- THIS DRAWING IS TO BE READ IN CONJUNCTION WITH THE LATEST ARCHITECTURAL, STRUCTURAL AND BUILDING SERVICES DRAWINGS AND SPECIFICATIONS.
- ALL DIMENSIONS IN MILLIMETERS UNLESS NOTED OTHERWISE. ALL LEVELS IN METERS UNLESS NOTED OTHERWISE.
- ANY DISCREPANCIES NOTED ON SITE ARE TO BE REPORTED TO THE ENGINEER IMMEDIATELY.
- THIS DRAWING MUST NOT BE USED FOR INSTALLATION PURPOSES. THE CONTRACTOR SHALL PRODUCE INSTALLATION DRAWINGS.

ALL REVISIONS

Rev	DATE	REVISION HISTORY	Dwg	Drw	CHK	App
B	24/06/15	PLANNING APPLICATION SUBMISSION	ER	ER	ER	ER
A	10/04/15	STAGE 2 SUBMISSION	ER	ER	ER	ER



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ORIGINATOR

SHEPPARD ROBSON

SCALE: 1 : 100

FIRST ISSUE DATE: 12/02/15

PROPOSED STATUS: FOR PLANNING

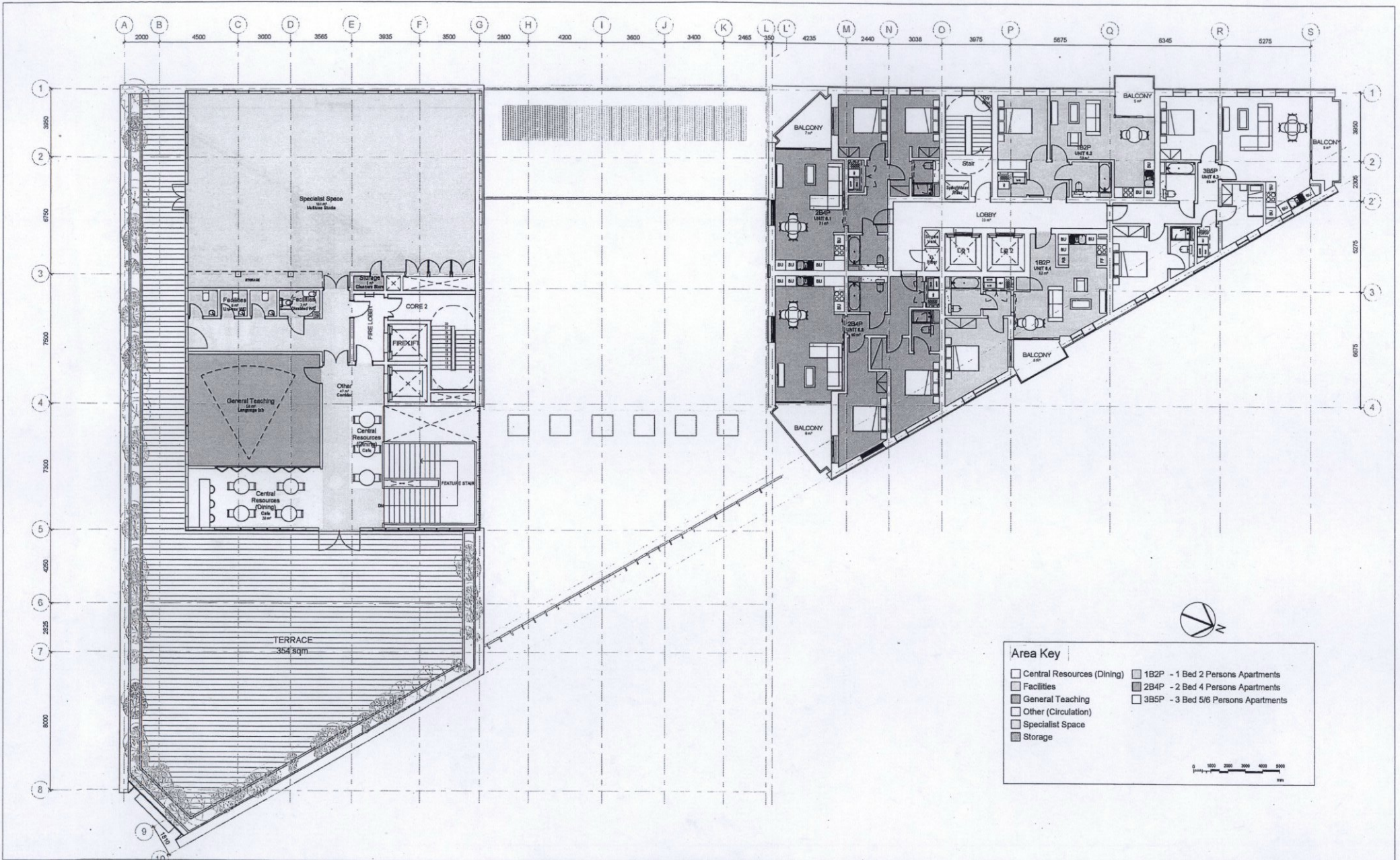
BM FILE NAME: ECW-SRO-A31-ALL-01-CTL

DRAWING TITLE

Ebury Bridge Centre

Level 4 Plan

PROJECT	ISSUER	TRADE	AREA	TYPE	LEVEL	SEQUENCE	REV
ECW	SRO	A31	ALL	GA	04	202006	B



Area Key

- Central Resources (Dining)
- Facilities
- General Teaching
- Other (Circulation)
- Specialist Space
- Storage
- 1B2P - 1 Bed 2 Persons Apartments
- 2B4P - 2 Bed 4 Persons Apartments
- 3B5P - 3 Bed 5/6 Persons Apartments

0 1000 2000 3000 4000 5000
METRES

NOTES

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- THE DRAWING IS TO BE READ IN CONJUNCTION WITH THE LATEST ARCHITECTURAL, STRUCTURAL AND BUILDING SERVICES DRAWINGS AND SPECIFICATIONS.
- ALL DIMENSIONS IN PARENTHESES IN THIS DRAWING ARE UNLESS OTHERWISE STATED IN METRES UNLESS NOTED OTHERWISE.
- ALL SPECIFICATIONS NOTED ON THIS DRAWING ARE TO BE REFERRED TO THE ENVOIRER BUREAU FILE.
- THIS DRAWING IS MADE FOR USE FOR INSTALLATION PURPOSES. THE CONTRACTOR SHALL PRODUCE INSTALLATION DRAWINGS.

ALL REVISIONS

Rev	DATE	REVISION HISTORY	DR	BR	SR	BR	BR
1		1/24/2015 PLANNING APPLICATION SUBMISSION	BR	SR	SR	BR	BR
2		1/24/2015 STAGE 2 SUBMISSION	BR	SR	SR	BR	BR
3			DRG	DRW	CHK	APP	



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Drawn by	Author	
Checked	Checker	
Approved	Approver	

ORIGINATOR

SHEPPARD ROBSON

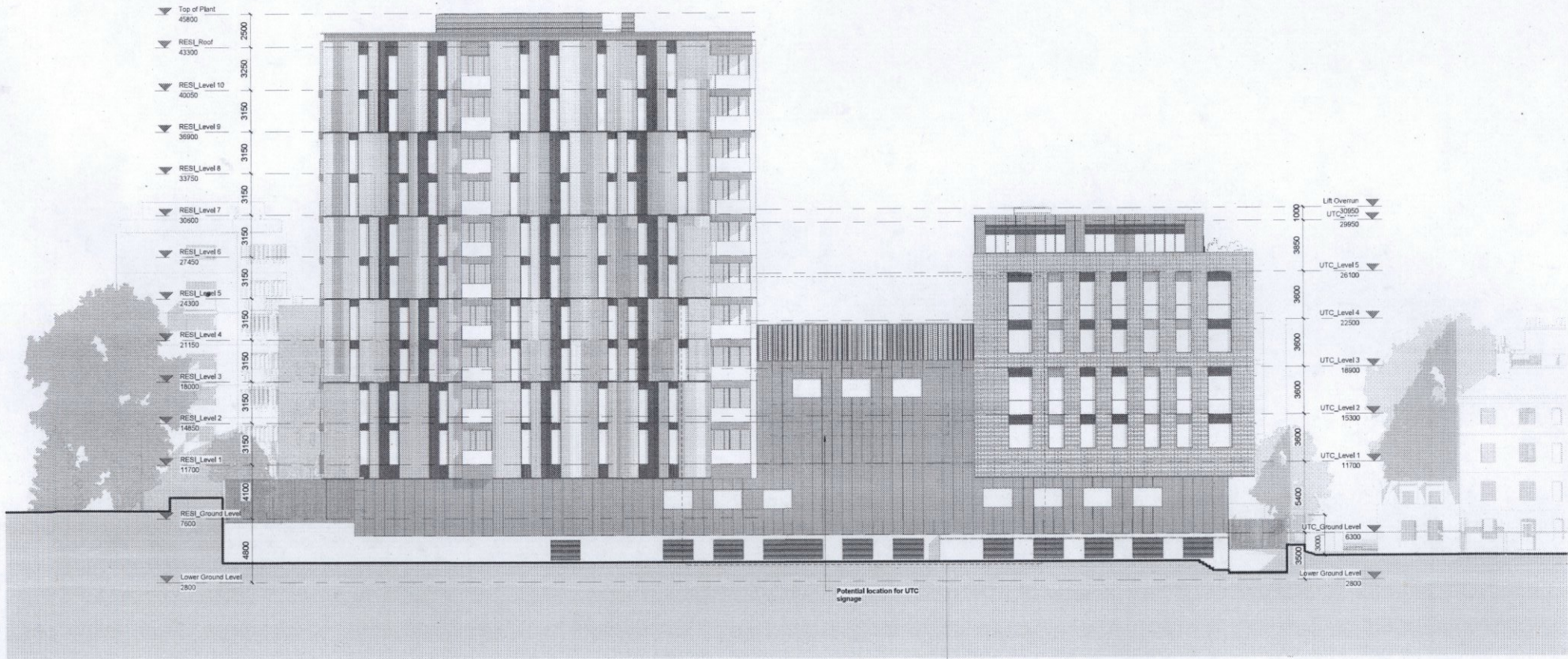
SCALE: 1:100 @ A1
FIRST ISSUE DATE: 12/02/15
PROPOSED STATUS: FOR PLANNING

BIM FILE NAME: ECW-SRO-A31-ALL-01-CTL

DRAWING TITLE

Ebury Bridge Centre
Level 5 Plan

PROJECT	ISSUER	TRADE	AREA	TYPE	LEVEL	SEQUENCE	REV
ECW	SRO	A31	ALL	GA	05	202007	B



NOTES:

- DO NOT SCALE FROM THE DRAWING. ALL DIMENSIONS MUST BE CHECKED/ISSUED ON THE DRAWING TO BE MADE IN CONJUNCTION WITH THE LATEST ARCHITECTURAL INFORMATION TO BE USED TO BE USED FOR CONSTRUCTION.
- ALL DIMENSIONS IN THE DRAWING ARE TO BE USED FOR CONSTRUCTION UNLESS OTHERWISE SPECIFIED.
- ALL DIMENSIONS IN THE DRAWING ARE TO BE REFERRED TO THE SURFACE UNLESS OTHERWISE SPECIFIED.
- ALL DIMENSIONS MUST BE CHECKED/ISSUED ON THE DRAWING TO BE MADE IN CONJUNCTION WITH THE LATEST ARCHITECTURAL INFORMATION TO BE USED FOR CONSTRUCTION.
- THE DRAWING IS NOT TO BE USED FOR ANY OTHER PURPOSE. THE CONTRACTOR SHALL PROVIDE ALL NECESSARY DIMENSIONS.

ALL REVISIONS

Rev	DATE	REVISION HISTORY	Desg	Dwg	CHK	App
1		248515 PLANNING APPLICATION SUBMISSION	BR	BR	SR	BR
2		TERRACE STAGE 2 SUBMISSION	SR	SR	SR	SR



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ORIGINATOR

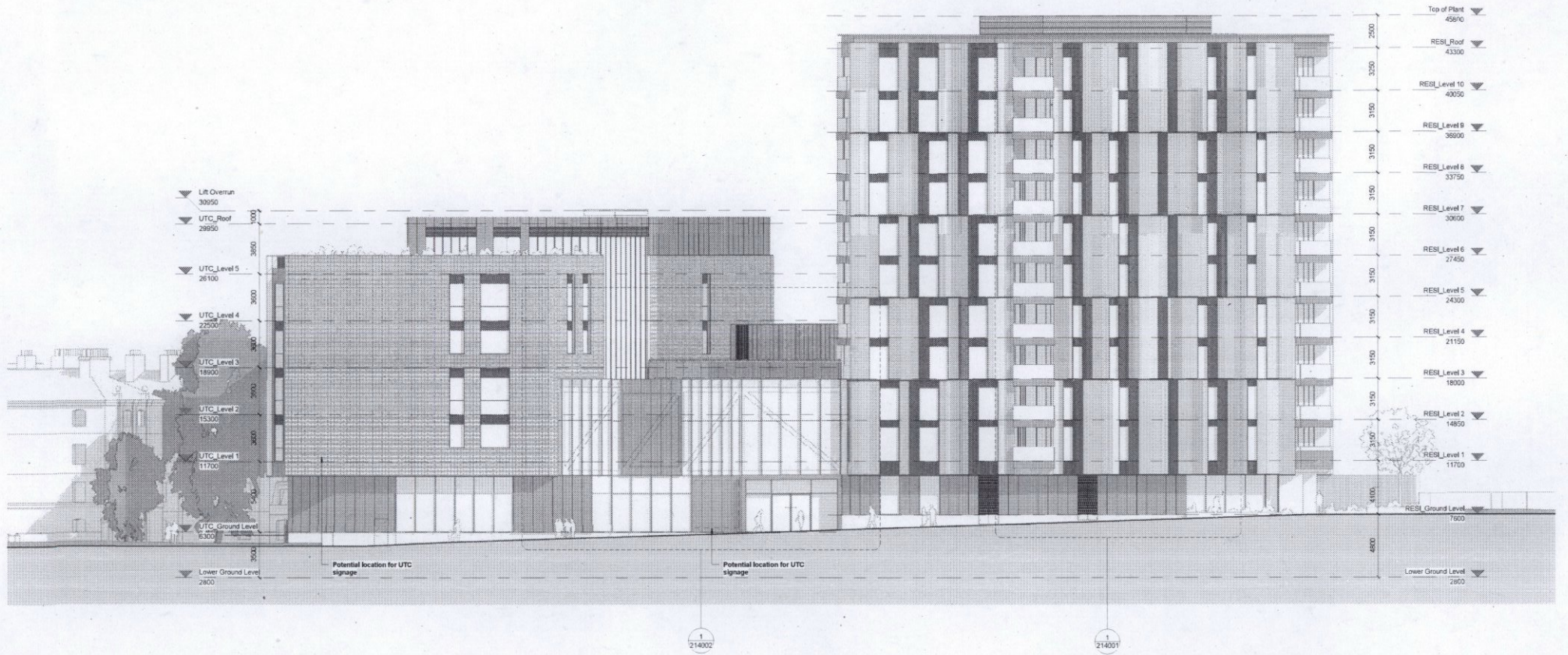
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SCALE: 1:150 @ A1
 FIRST ISSUE DATE: 10/04/15
 PROPOSED STATUS: FOR PLANNING

DRAWING TITLE

**Ebury Bridge Centre
 West Elevation**

PROJECT	ISSUER	TRADE	AREA	TYPE	LEVEL	SEQUENCE	REV
ECW/SRO	A31	ALL	ELV	SL	202054	B	



NOTES

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- ALL DIMENSIONS SHALL BE IN METERS UNLESS NOTED OTHERWISE.
- ALL DIMENSIONS NOTED ON SITE ARE TO BE REPORTED TO THE ENGINEER IMMEDIATELY.
- THE DRAWING IS NOT TO BE USED FOR INSTALLATION PURPOSES. THE CONTRACTOR SHALL PRODUCE A SEPARATE DRAWING.

ALL REVISIONS

Rev	DATE	REVISION HISTORY	Dwg	Drw	CNA	App
B	24/05/17	PLANNING APPLICATION SUBMISSION	SR	SR	SR	SR
A	10/04/15	STAGE 2 SUBMISSION	SR	SR	SR	SR



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ORIGINATOR

SHEPPARD ROBSON

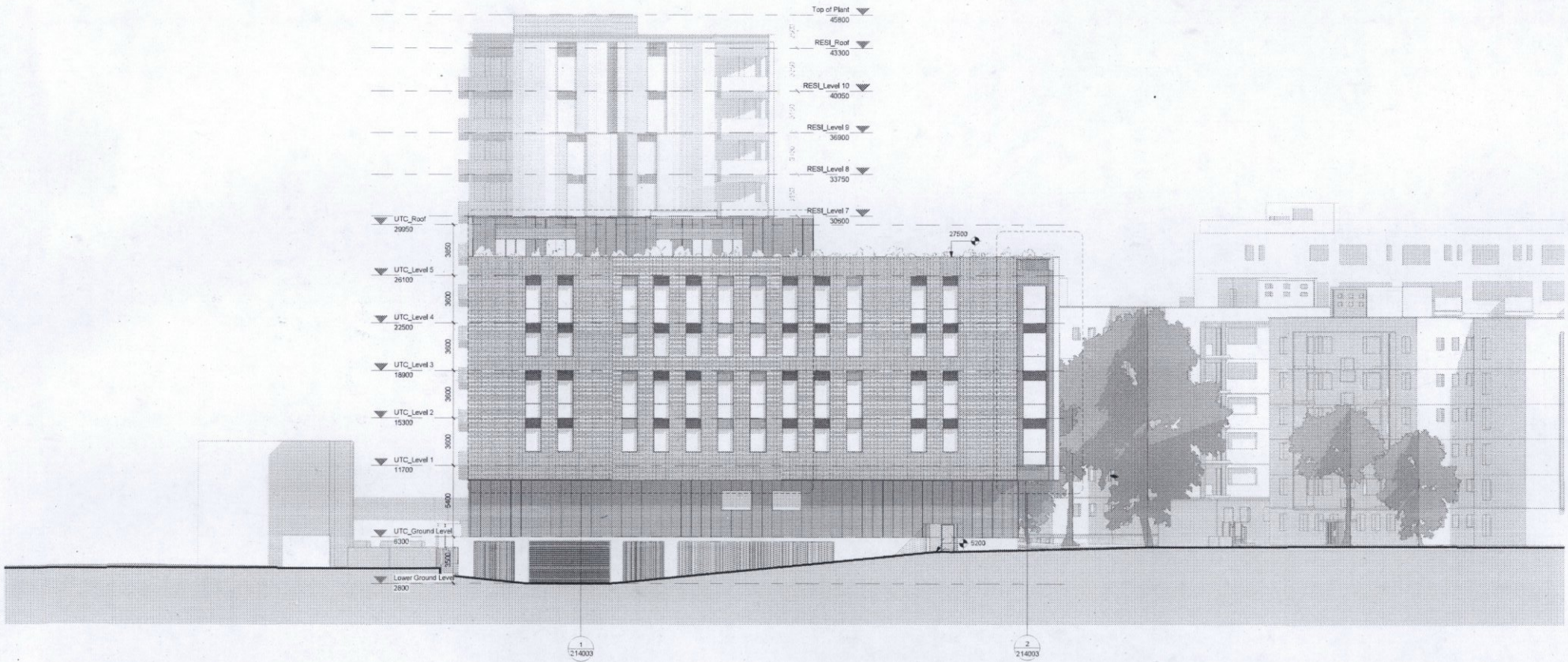
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 BIM FILE NAME: ECW-SRO-A31-MALL-01-CTL

FIRST ISSUE DATE: 10/04/15
 PROPOSED STATUS: FOR PLANNING

DRAWING TITLE

Ebury Bridge Centre
East Elevation

PROJECT	ISSUER	TRADE	AREA	TYPE	LEVEL	SEQUENCE	REV
ECW/SRO	A31	ALL	ELV	SL	202053	B	



NOTES

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- THE DRAWINGS TO BE READ IN CONJUNCTION WITH THE LATEST ARCHITECTURAL SPECIFICATION WHICH IS SUBJECT TO BEING SUPPLEMENTED BY A/C SPECIFICATIONS.
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- ALL DIMENSIONS SHOWN ON THESE ARE TO BE REPORTED TO THE ENGINEER IMMEDIATELY.
- THESE DRAWINGS MUST NOT BE USED FOR ANY OTHER PURPOSES. THE CONTRACTOR SHALL PROCEED AT ALL TIMES IN ACCORDANCE WITH THE DRAWINGS.

ALL REVISIONS

Rev	DATE	REVISION HISTORY	Desg	Dwg	Chk	App
B	14/06/15	PLANNING APPLICATION SUBMISSION	SR	SR	SR	SR
A	10/04/15	STAGE 2 SUBMISSION	SR	SR	SR	SR



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Approved	Approver		

ORIGINATOR

SHEPPARD ROBSON

SCALE: 1 : 150 @ A1

BRV FILE NAME: ECW-BRO-A31-ALL-01-CTL

FIRST ISSUE DATE: 10/04/15

PROPOSED STATUS: FOR PLANNING

DRAWING TITLE

Ebury Bridge Centre

South Elevation

PROJECT	ISSUER	TRADE	AREA	TYPE	LEVEL	SEQUENCE	REV
ECW	SRO	A31	ALL	ELV	SL	202052	B