



Figure 6: Configuration 3 - view in the Wind Tunnel from the south



Figure 7: Configuration 3 - view in the Wind Tunnel from the south

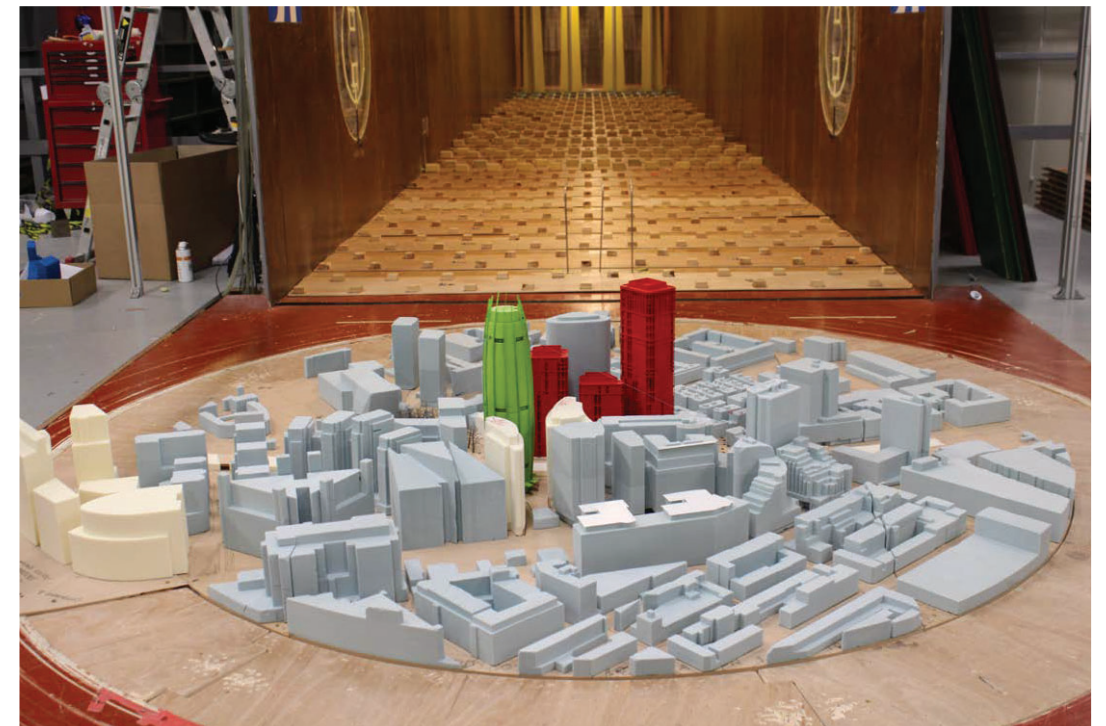


Figure 8: Configuration 4 - view in the Wind Tunnel from the south



Figure 9: Configuration 4 - view in the Wind Tunnel from the south

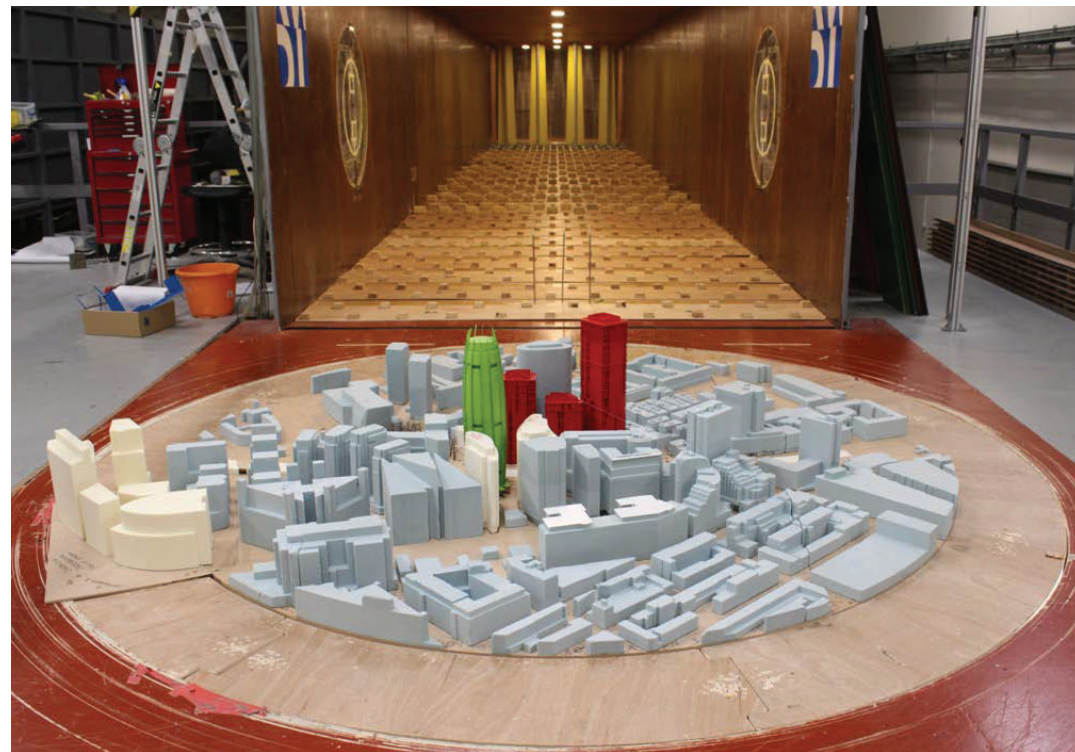
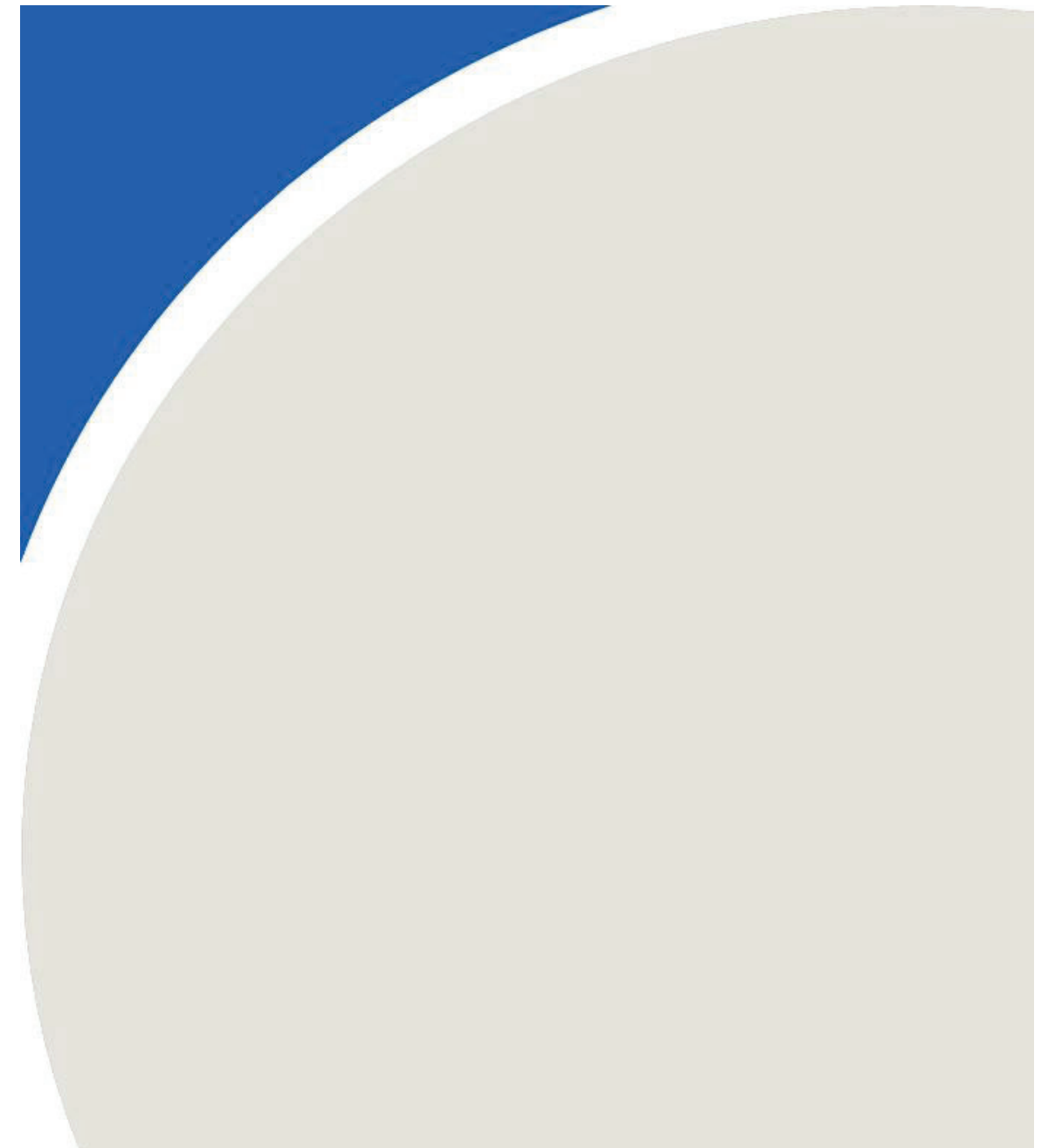


Figure 10: Configuration 5 - view in the Wind Tunnel from the south



Figure 11: Configuration 5 - view in the Wind Tunnel from the south

APPENDIX B





APPENDIX B: PROPOSED LANDSCAPING AND MITIGATION MEASURES



Figure 12: Ground Level Proposed Landscaping, as per Drawing: '1446-0131 Tree Planting Strategy and Size Guide'

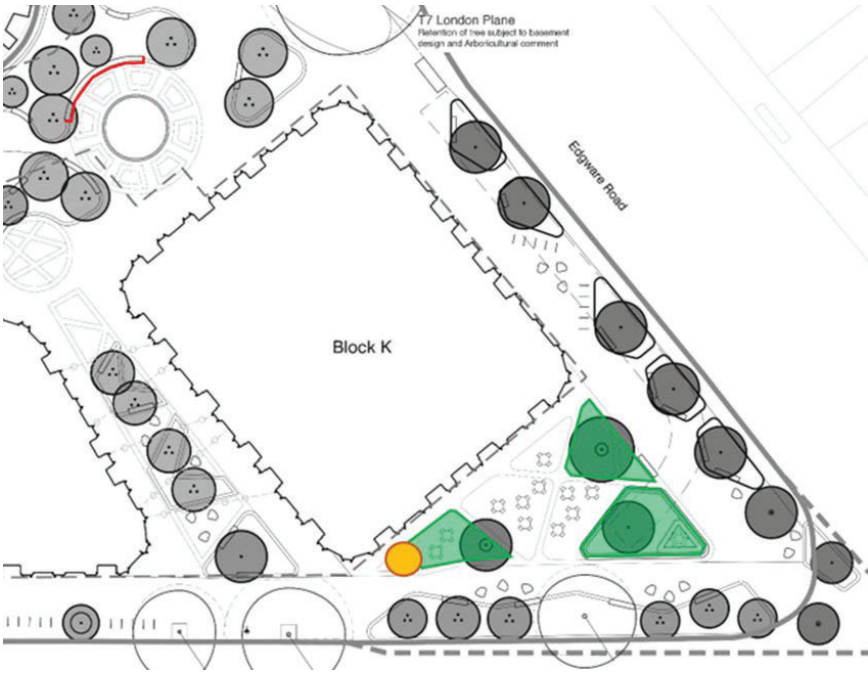


Figure 13: Mitigation Measures included around Block K - 1.5m tall shrub planting towards the south-east of Block K (highlighted green), 1.5m tall solid screening around the seating amenity at measurement location 87 (outlined in red) and an additional 5m tall tree included at the southern corner of Block K (orange circle)

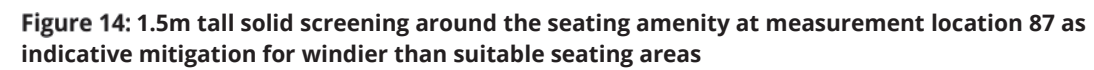


Figure 16: Updated Ground Level Proposed Landscaping, as per Drawing: '1446-013J Tree Planting Strategy and Size Guide'

Technical Appendix 10.1: Pre-Application Consultation



Your ref:
My ref: P21/00119

Please reply to: Nathan Barrett
Tel No: 07866036771
Email: northplanningteam@westminster.gov.uk

Berkeley Homes (Central London) Limited
c/o Turley

Place Shaping and Town Planning
Westminster City Council
PO Box 732
Redhill
RH1 9FL

By email to laurence.brooker@turley.gov.uk

Date: 15 February 2021

Dear Sir,

**TOWN AND COUNTRY PLANNING ACT 1990
PLANNING (LISTED BUILDINGS AND CONSERVATION AREAS) ACT 1990**

Paddington Green Police Station, 4 Harrow Road, London, W2 1XJ

Further to your email of 27 January 2021, I set out our comments on the several aspects of the pre-application proposals that have been presented to us on 27 November 2020 and 5 February 2021. Comments on the height of the proposed blocks, highways aspects of the proposal and viewpoint selection have been forwarded separately and we will be relying on the GLA's expertise for the energy and sustainability aspects of the development. We will provide our comments on the detailed design of the proposal as soon as we receive them.

Development Plan Status

As you are aware, the New London Plan (January 2021) ("The London Plan") has very recently been adopted and - at least by the time the City Council comes to decide this application – we will have adopted the Draft City Plan 2019-2040 ("Draft City Plan") in largely its present form. The comments below therefore assess this proposal against the New London Plan and Draft City Plan. It should be noted that the development plan will be completely up-to-date and have been adopted post-Covid. It will therefore have considerable weight and there are few if any conceivable material considerations that would justify a departure from its policies.

It is expected that the development will meet the Draft City Plans policies and that any deviation from its policies will need to be robustly justified. Much of the discussion thus far has focussed on the building heights proposed, which greatly exceed that envisaged by policy 41 of the Draft City Plan. Significant deviations from the remaining policies will work against the exceptional public benefits test that must be met to justify the building heights proposed and we would expect these policies to be largely met to enable a positive officer recommendation.

Land Use

Loss of Existing Police Station Use

The Draft City Plan does not explicitly protect police station floorspace whilst policy S1 of the London Plan indicates that its loss may be acceptable where it is part of a wider public service transformation plan. As noted when considering application RN: 20/06527/FULL, the police station was identified as surplus to the Metropolitan Police's requirements in MOPAC's 2013-16 Estate Strategy. Accordingly,

the loss of the police station use is consistent with policy S1 of the London Plan.

Provision of Residential

As you are aware, the provision of residential is strongly supported by policy S14 of the City Plan (November 2016) ("the City Plan") and policy 8 of the Draft City Plan.

It is unclear whether 38% of the residential units or whether 38% of the residential floorspace would be affordable. Provided it is the latter however, then the quantum of affordable housing would accord with policies S16 of the City Plan and 9 of the Draft City Plan. As this site is "public sector land" it is understood that an affordable housing contribution is to be provided within LB Barnet, in accordance with MOPAC's portfolio agreement with the Mayor. This would provide the equivalent of 50% affordable housing by habitable room required by policy H4 of the London Plan. On this basis, it is understood that the GLA are content for this scheme to be considered under the Fast Track Route, pursuant to policy H5 of the London Plan.

The tenure mix, as of 5 February 2021, is approximately 58 (intermediate) : 42 (social) which broadly accords with the 60:40 split sought by policy 9 of the Draft City Plan. As you will be aware from your discussions with Fergus Coleman (Head of Affordable Housing and Strategy), the City Council seeks nomination rights for the affordable units to be provided within LB Barnet and it is understood that this is acceptable to LB Barnet, as per MOPAC's letter dated 8 February. We would seek to secure this as far as possible, via a legal agreement should permission be granted. A copy of MOPAC's letter and an anticipated delivery date for the units in LB Barnet should accompany your application.

Housing Mix

Based on the typical floorplans and unit mix submitted, approximately 6% of the proposed units would be studios, which accords with policy 10 of the Draft City Plan. However, the unit mix indicates that approximately 22% of all flats are family sized. This does not meet the 25% strategic target set out in policy 10 of the Draft City Plan and no case has been made for this, as per para 10.6 of the same. It is also noted that the penthouse flats proposed exceed the 200 sqm maximum set out in policy 8 of the Draft City Plan and no justification has been provided for this. These flats could be split to add additional large units that would go some way toward addressing the family sized housing deficit against policy 10. At the present time, the unit mix proposed cannot be supported.

Housing Quality

The typical floor plans submitted indicate that the proposed flats will all exceed the Nationally Described Space Standards and in this respect are consistent with policies D6 of The London Plan and 12 of the Draft City Plan. It is also noted that all flats have access to a private balcony and accord with the Private Outside Space standards contained within policy D6 (F). All flats will also have access to the communal roof terraces proposed and it was reassuring to hear in our meeting on 5 February that all residents, including those in the social and intermediate units, would have access to these spaces. Although floorplans for the flats have not been provided, it is expected that they would meet the Private Internal Space standards set out in policy D6 (F) and this should be demonstrated as part of your application.

As per the presentation on 27 November 2020, 48% of the proposed flats will be dual or triple aspect. Whilst the remaining 52% of homes have been termed "semi-dual aspect", we would consider these single aspect. It is recognised that the layout of the proposed blocks optimises space on-site and that this will result in a proportion of single aspect flats. As per policies D6 (C) of the London Plan and Policy 12 (E) of the Draft City Plan, the acceptability of these single aspect flats is dependent on

the adequacy of passive ventilation, daylight and privacy and how they avoid overheating. With respect to daylight, your application should demonstrate Average Daylight Factor (ADF) levels for the proposed flats and the degree to which these flats do or do not meet the criteria within BRE's "Site Layout Planning for Daylight and Sunlight: A Guide to Good Practice" (2011) ("the BRE Guide"). With respect to privacy, it is noted that the single aspect flats that face into the gap between the blocks are approximately 10 m from one another. This is very close and you will need to demonstrate how the privacy of these flats will be maintained.

Non-residential Uses

Given this sites location within the CAZ and Church Street / Edgware Road Housing Renewal Area, the provision of Class E floorspace is supported in principle by policies 6, 13 and 14 of the Draft City Plan.

The location of offices at first and second floor is supported. With regards to the ground floor uses, no specific Class E use has been stated, although uses that provide an active frontage are required by policy 14 (B) of the Draft City Plan. These could include retail, restaurant and professional services open to visiting members of the public. Offices or other uses with inactive frontages should not be located on the ground floor frontages to accord with policy 14 (B) but also to create activity vital to your clients placemaking aspirations around the blocks.

Although Class E is supported in principle, there may be some uses within Class E (including but not limited to, creche, day nursery, day centre or supermarket) that result in highways, noise or air quality impacts that are unacceptable on this particular site. If your client seeks the ability to provide all uses within Class E, then your application must demonstrate the potential impact of all uses on the adjacent highways network and uses and set out any necessary mitigation.

The provision of affordable workspace is also supported by policies E3 of the London Plan and 13 (C) of the Draft City Plan. Your application should be accompanied by a Draft Planning Obligation that sets out how this affordable workspace will be secured, having regard to the considerations within policy E3 (A) of the London Plan.

Daylight/Sunlight

The full impact on neighbours can only be fully assessed when a planning application has been made and neighbours have had a chance to comment on the development. Notwithstanding, it is recognised that this scheme is likely to result in high levels of light loss to neighbouring residential properties (albeit many of these are also owned by the applicant at present) although this will be weighed in the planning balance against this schemes significant contribution to housing and affordable housing and its location within the Church Street /Edgware Road Housing Renewal Area. It is also recognised that the general absence of high buildings on the application site at present will make Vertical Sky Component (VSC), No Sky Line (NSL) and Annual Probable Sunlight Hours (APSH) losses appear higher than they would ordinarily be.

Given the location of this site, you should demonstrate typical VSC levels to be expected in central London to indicate whether VSC to surrounding sites are appropriate. This would give a more appropriate benchmark for acceptable VSC levels to neighbouring properties, rather than the 27% figure indicated in the BRE Guide which is intended to apply across the country. As noted in our meeting on 27 November 2020, the use of ADF over NSL is also queried. Paragraph F7 to Appendix F of the BRE Guide notes that ADF is generally not recommended when considering light loss to existing buildings.

Public Realm

Our Placeshaping team have reviewed the proposal and have the following comments and queries:

Newcastle Place

As an area which suffers from high levels of crime, active frontages and light levels will be essential for ensuring safety along Newcastle Place. The piazza seating outside blocks A & B is supported but how will the other commercial units support active facades along the south side? Due to the significant height proposed on both sides of the street information on the overshadowing and daylight impact on Newcastle Place should be provided. Is there any greening proposed on the south side? It is unclear from the images submitted.

Underpass

The lighting proposals would activate the underpass and are supported. Greening along the access to the underpass is also supported, although good visibility must be maintained to ensure safety. Does the scheme look at additional ways to improve underpass access?

Edgware Road Junction

The idea of a water play area within the scheme is encouraged, although we are not convinced that the position at this junction is the most suitable, as it's a busy junction with significant movement requirements and high pollution. It would be better positioned on Newcastle Place, where its quieter and children can play more safely. Activation of this corner provides an opportunity to transform this junction and the Marylebone Flyover, but needs review with some good case studies.

The Placeshaping team have produced a draft Paddington Places report which includes details of soft and hard landscaping palettes, lighting and wayfinding that the City Council are looking to encourage across the area. The Placeshaping team would be happy to share this information to inform the next stage of your design. Please contact Joanna Turner for more information (jturner2@westminster.gov.uk).

Waste Strategy

Our Waste Project Officer (Saeed Oluwadipe soluwadipe@westminster.gov.uk) has reviewed the proposed waste strategy and has the following comments:

- The waste storage capacity proposed is acceptable and the size of bin store is adequate to accommodate expected waste generation;
- Your application should ensure that the separate bin stores for the commercial and residential uses are labelled as such;
- The bins should be labelled R (for recycling), O (for food waste) and W (for general waste) on the application drawings;
- The swept path analysis is not very clear including the waste servicing details. Your application should include a clear detailed swept path analysis and waste servicing details to include the name of street or road for accessing and exiting the site. The vehicle dimensions must match exactly the refuse vehicle dimension stated in the council waste storage requirements;

- The waste chute in Block K is not supported. Residents should use the lift to access the waste store directly. Currently, the council is not meeting the government recycling target of 50% for households waste, as the council recycling rate fluctuates between 19% - 22%. There are so many problems associated with the use of tri separator or single chutes especially where all the types of wastes (food waste, residual waste and recyclable materials) will be travelling in the same vertical column or tube. There are issues of food waste bags bursting and polluting the chute internal surfaces and therefore contaminating recyclable materials that will be disposed using the same chute. More importantly, recyclable materials such as cardboard block the chute easily and cause confusion for other users of the chute. Some residents may not be patient enough to use the tri-separator correctly if they are disposing of two different type of waste and use the recycling button to dispose of both waste and recycling or use the waste button to dispose of both waste and recycling.
- Whilst it is recognised that a chute was permitted in the Westmark Tower at West End Gate, that development and its waste disposal details were considered before the adoption of the City Council's most recent guidance and therefore does not justify a chute in this instance.

Noise and Air Quality

As you are aware, the application site is heavily impacted by both air pollution and traffic noise due to its location at the junction of Harrow and Edgware Roads and next to the A40. The use of MVHR systems with NOx filters to mitigate harmful air quality levels is acceptable in principle and it is recognised that their full extent will be determined following a yet to be completed monitoring study. This study will also need to demonstrate air pollution levels for the proposed balconies and roof terraces and indicate whether they will be safe for future residents to use and/or the need for any mitigation. As per policy 32 D of the Draft City Plan, your application must be accompanied by an Air Quality Assessment.

With regards to internal and noise levels, the targeting of 35dB(A) daytime and 30dB(A) night time noise levels and the use of the MVHR system to achieve this on the flats facing Harrow and Edgware Roads and the A40 is also supported. With regards to the balconies, you will need to demonstrate the extent of otherwise of compliance with BS8233:2014 and how they have been designed to minimise noise exposure as part of your application.

Public consultation

The consultation summary from Concilio is noted. In addition to the stakeholders already consulted, you should also share your proposals with the Paddington Waterways and Maida Vale Society as the recognised amenity society for this site and with the St Marylebone Society whose area is located to the east of the site, across Edgware Road. With the addition of these two amenity societies, the extent of consultation should cover all areas that your proposals will directly impact. Using the viewpoint analysis as a guide, you should also consider consulting with those amenity societies areas from which your proposals will be visible. It would also be helpful if the 'raw' consultation responses were submitted with the report as part of your application to gauge public opinion early in the process.

The advice contained within this letter is for guidance and does not prejudice the consideration of any future applications under the Planning Acts. If you require any further guidance please contact Nathan Barrett on 07866036771.

Yours faithfully

Nathan Barrett

Nathan Barrett

NB In order to speed up the processing of your application, submitted documents and drawings should be titled in accordance with our file naming protocol. More information is available on our website: <https://www.westminster.gov.uk/submitting-your-planning-application>. If you provide the drawings on a CD or an USB stick, the size of each document must be maximum 5 MB.

Technical Appendix 10.2(R): Drawings Daylight and Sunlight Assessment (Surrounding Properties)

Existing Baseline Vs Proposed Development



SOURCES OF INFORMATION

IR11-1021 - Squires and Partners

IR12-1021 - VUCITY-VERTEX

IR14 - 28.02.20 - Magnasoft Survey model - Hilton

IR15 - 02.03.20 - Insite Point Cloud

IR81 - 12.10.22 - Squires and Partners - Final Design Freeze

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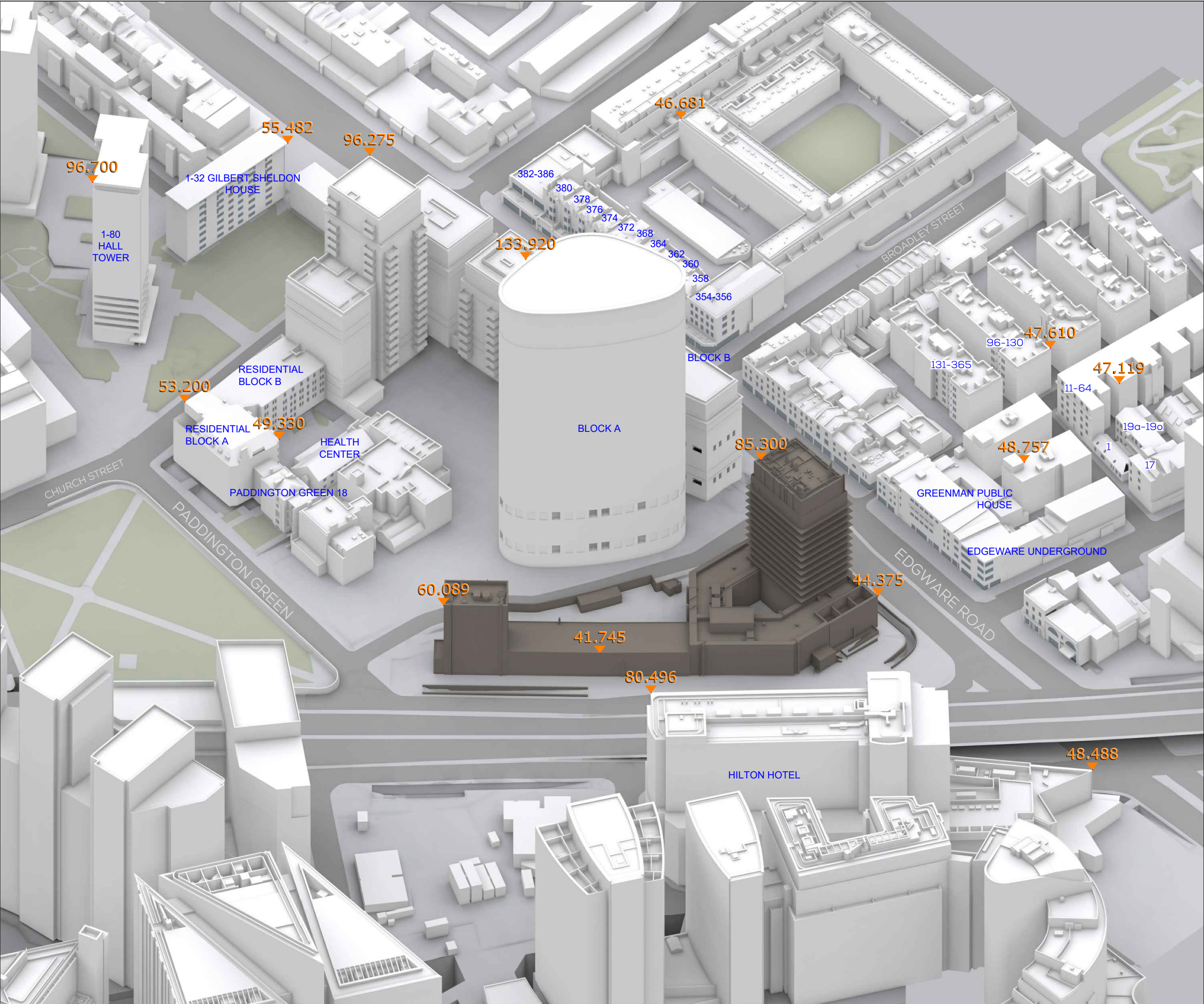
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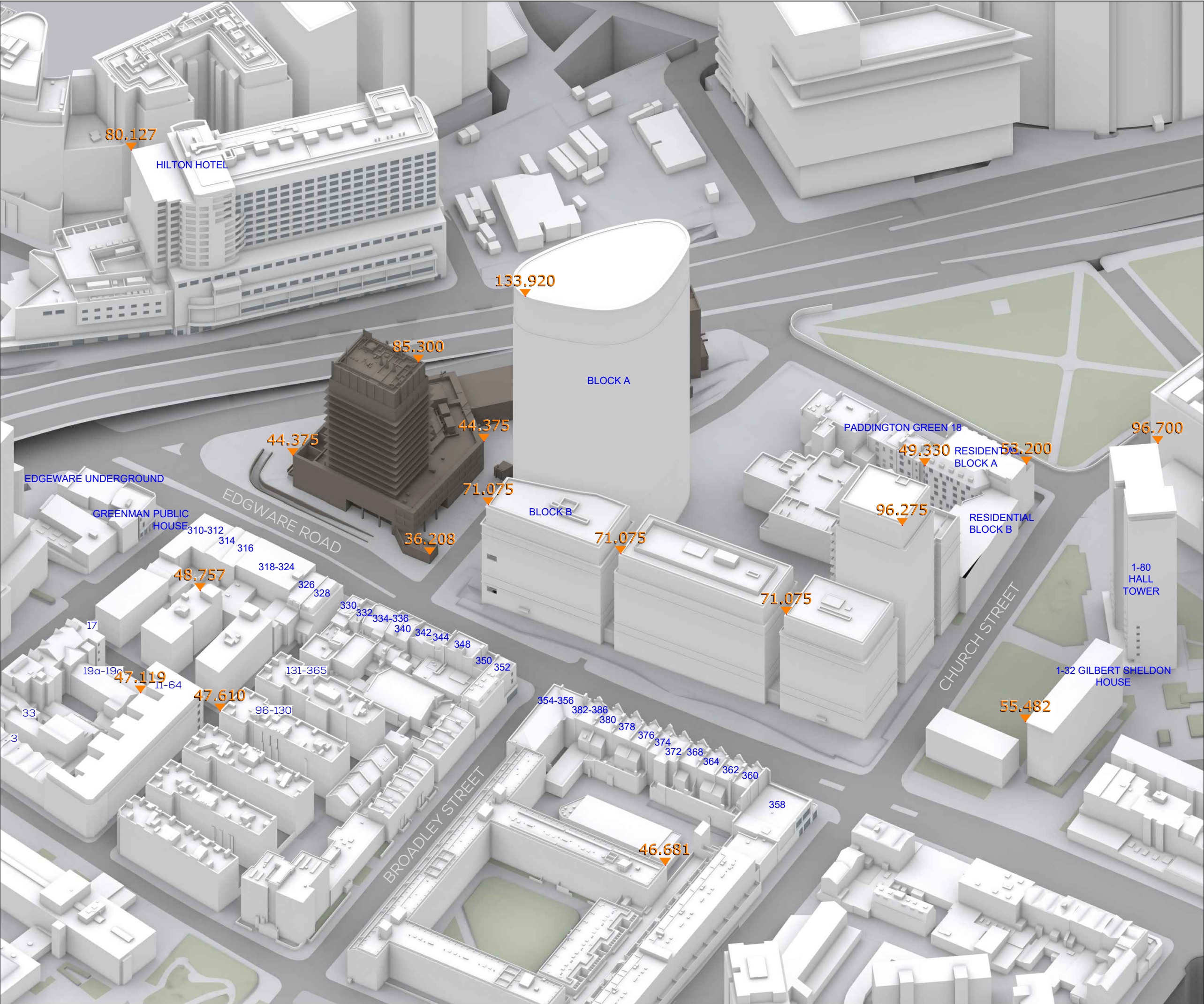
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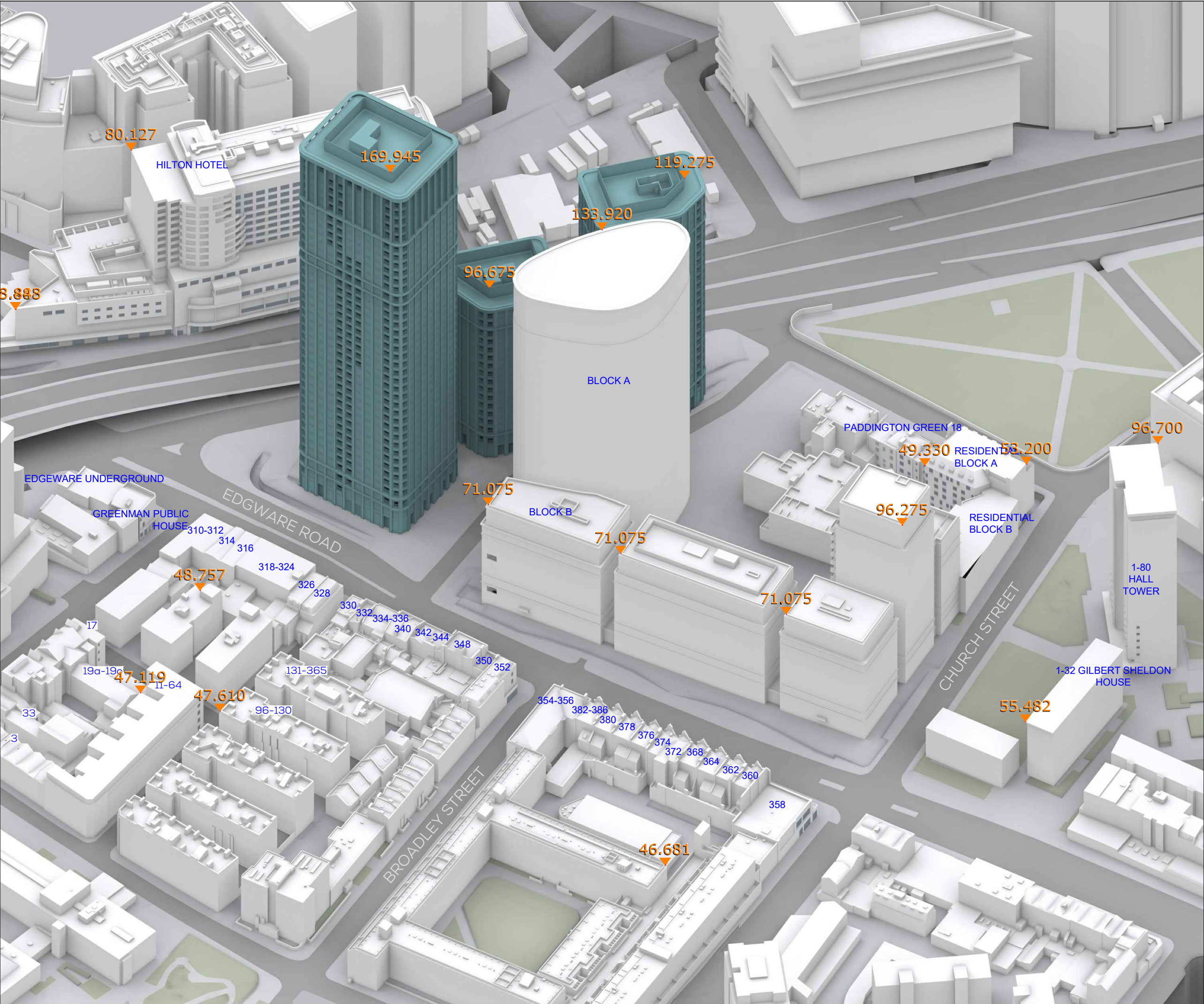
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2030 Baseline



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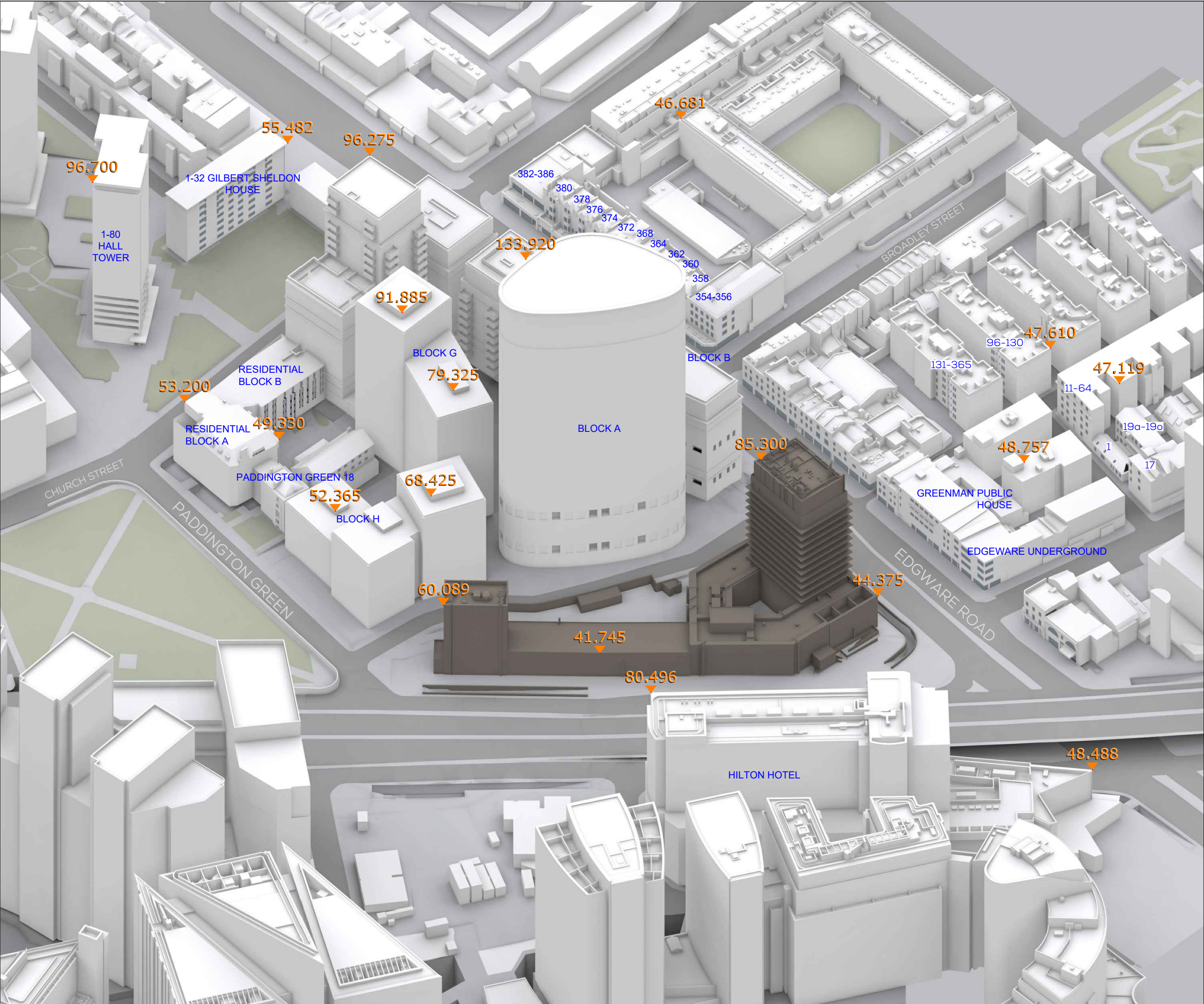
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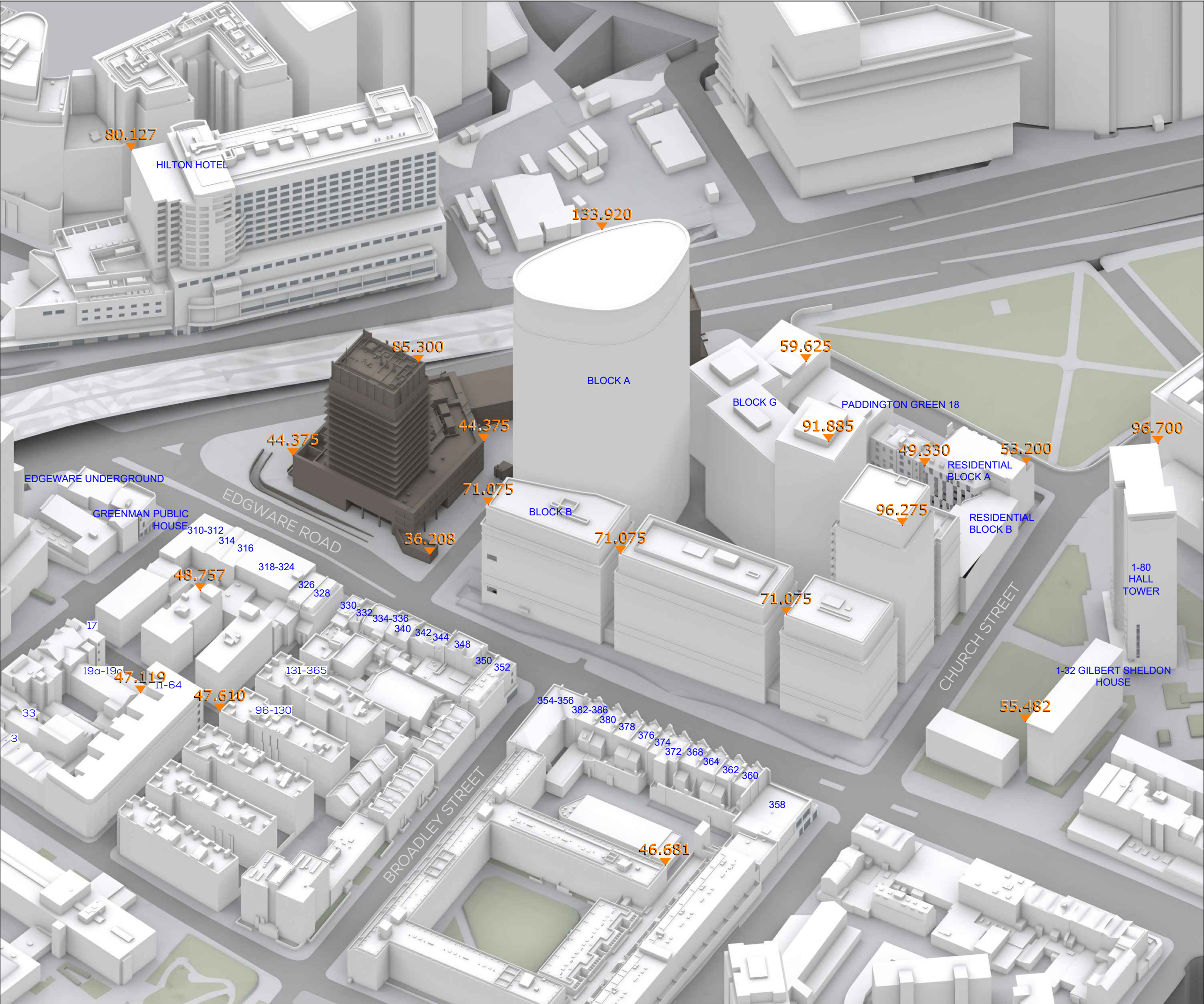
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DRAWING NAME:
3D VIEW EXISTING
PROPOSED SCHEME_IR81

FUTURE BASELINE				
DWN BY	SCALE	CHK BY	DATE	REV No.
MGM	NTS	AH	OCT 22	A
PROJ No.	REL No.	ADDR No.	IS No.	DWG No.
15876	23	-	02	03

gia
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2030 Baseline + 2022 Amended Proposed Development



SOURCES OF INFORMATION

IR11-1021 - Squires and Partners
IR12-1021 - VUCITY-VERTEX
IR14 - 28.02.20 - Magnasoft Survey model - Hilton
IR15 - 02.03.20 - Insite Point Cloud
IR81 - 12.10.22 - Squires and Partners - Final Design Freeze

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NOTES:
PROPOSED SCHEME SHOWN IN TEAL
ALL HEIGHTS AND DIMENSIONS GIVEN IN m AOD

N.B. DO NOT SCALE OFF THIS DRAWING

PROJECT:
PADDINGTON GREEN POLICE STATION

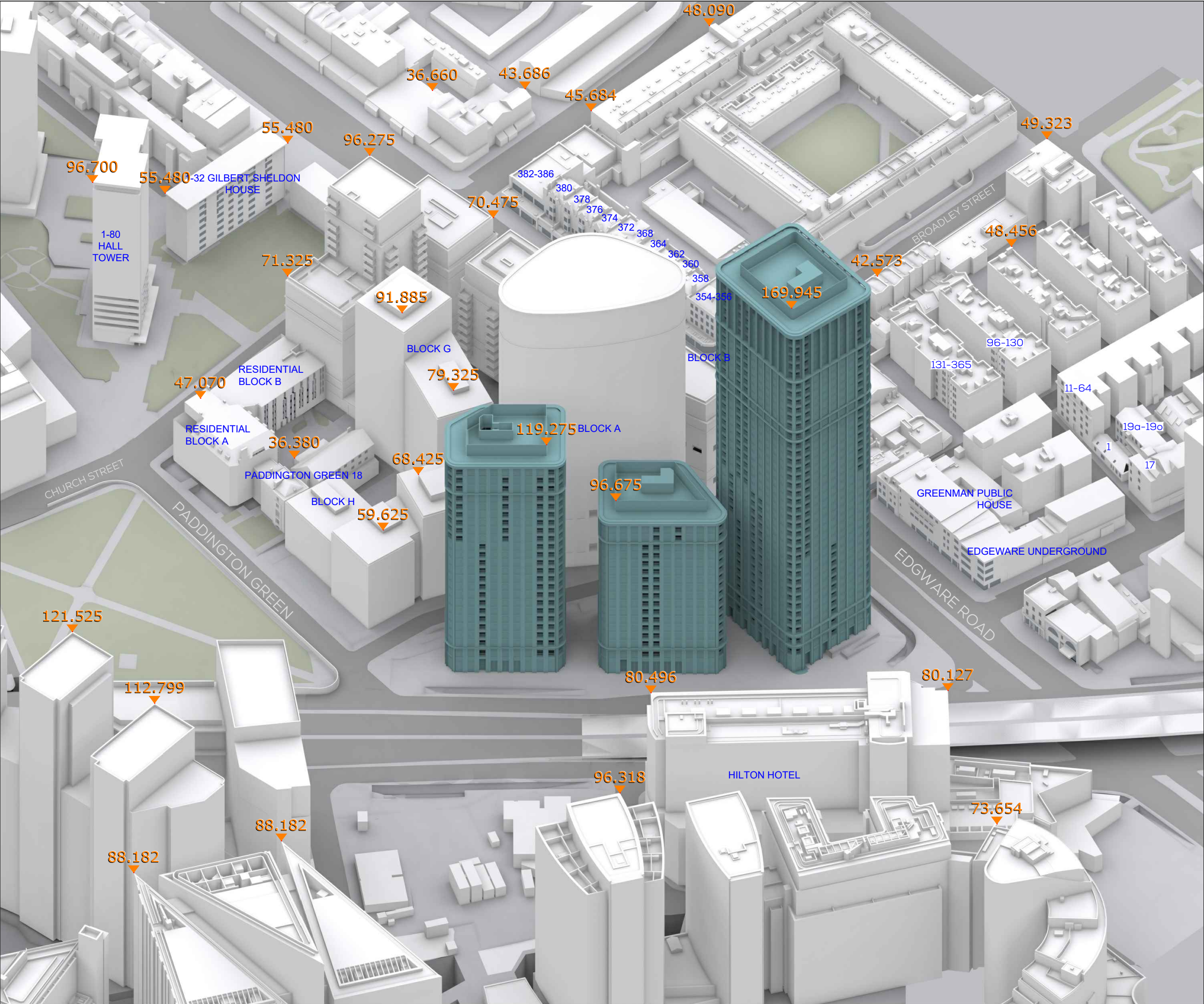
DRAWING NAME:
PLAN VIEW PROPOSED
PROPOSED SCHEME_IR81

FUTURE BASELINE				
DWN BY	SCALE	CHK BY	DATE	REV No.
MGM	1:1250 @A3	AH	OCT 22	A
PROJ No.	REL No.	ADDR No.	IS No.	DWG No.
15876	23	-	02	04



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IR14 - 28.02.20 - Magnasoft Survey model - Hilton
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NOTES:
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PROJECT:
PADDINGTON GREEN POLICE STATION

DRAWING NAME:
3D VIEW PROPOSED
PROPOSED SCHEME_IR81

FUTURE BASELINE

DWN BY	SCALE	CHK BY	DATE	REV No.
MGM	NTS @A3	AH	OCT 22	A
PROJ No.	REL No.	ADDR No.	IS No.	DWG No.
15876	23	-	02	05



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