

2.11 Environmental Conditions

2.11.1 Daylight/Sunlight & Overshadowing

The site enjoys good daylight conditions. Existing neighbouring buildings to the north will cast no shadow on the proposed development. Any other buildings around the site are positioned sufficiently far away or of a scale that will minimise overshadowing. There is a significant gap to the buildings within Paddington Basin to the south, by virtue of the width of the Westway/A40. Protection to avoid overheating from solar gain has been addressed in the facade design, especially the taller elements of the proposed design. The adjacent uses in the immediate vicinity of the site are commercial, recreational and residential.

2.11.2 Travel

The site is well served by public transport and sits within an area designated as PTAL 6b. Edgware Road underground station is directly adjacent to the site whilst bus services run along Edgware and Harrow Road. The Westway (A40) is located to the south of the site.

2.11.3 Wind

The prevailing wind at the site comes for most of the year from the south west, and in late winter and spring from the north east. The new development has been reviewed for wind turbulence at street level and entrances to predict the requirement for potential wind mitigation methods. Wind tunnel tests have been undertaken during the design stage and have informed the proposed design.

2.11.4 Noise

The road network around the site is the key generator of noise pollution to the Paddington Green Police Station site and the wider development masterplan. Edgware Road and the A40 are the heaviest traffic roads. The edges of all roads will be considered in the landscaping to maximise trees and create green buffers from the traffic. Communal amenity spaces are to be located within the centre of the site to minimise the impact of noise. On the residential balconies the balustrades are to be designed to provide views from a sheltered enclosure to occupants when sitting down, while the balconies themselves are to be recessed within the building line to further benefit residents in this regard.

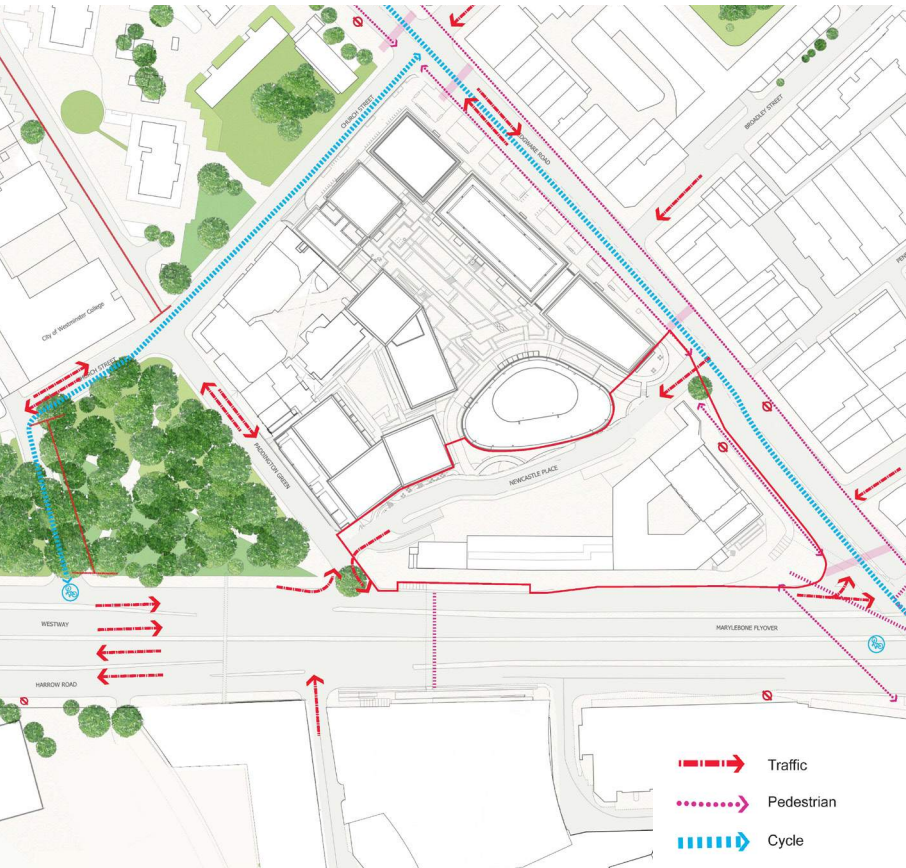


Fig. 2.15 Environmental Analysis - Travel

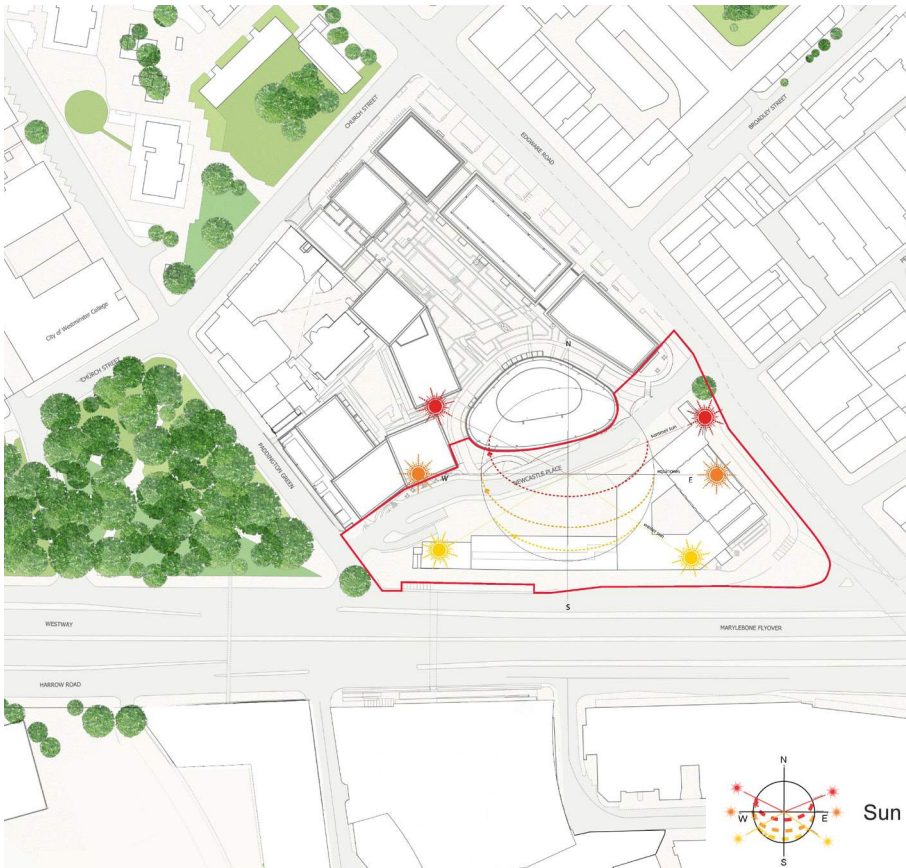


Fig. 2.16 Environmental Analysis - Sun Path



Fig. 2.17 Environmental Analysis - Wind

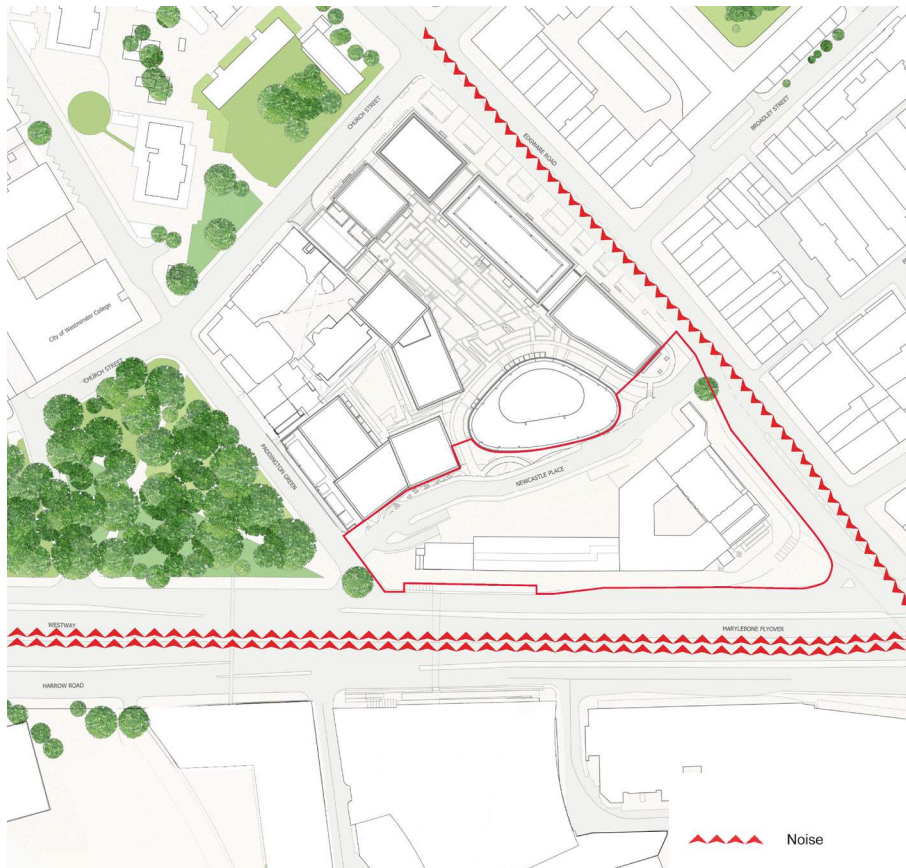


Fig. 2.18 Environmental Analysis - Noise

2.12 Surrounding Public and Private Green Space

2.12.1 Public Green Spaces

The number and extent of green spaces within walking distance of the site are numerous. The large expanses of Hyde Park and Regents Park are both located less than a mile away from the site and can be reached within twenty minutes by foot. In the more immediate vicinity, there is the well established green landscape of Paddington Green and the parks of Little Venice and Maida Vale.

2.12.2 Private Garden Squares

There are numerous private garden squares within the local vicinity of the site and these are classed as pockets of green open space that may provide a more intimate setting to the large open spaces mentioned above. Generally access is restricted to keyholders only, however there are considerable biodiversity gains as a result of these green spaces.

2.12.3 Public Garden Squares

There are a limited number of garden squares with public access, most notably to the south in Bayswater. The concept of a more public garden space that is accessible to all is a key design driver for the proposals at Paddington Green Police Station. The opportunity to improve the poor urban realm around the site and in particular in Newcastle Place, offers the opportunity to re-imagine the public realm as a soft, green urban space for use by all.

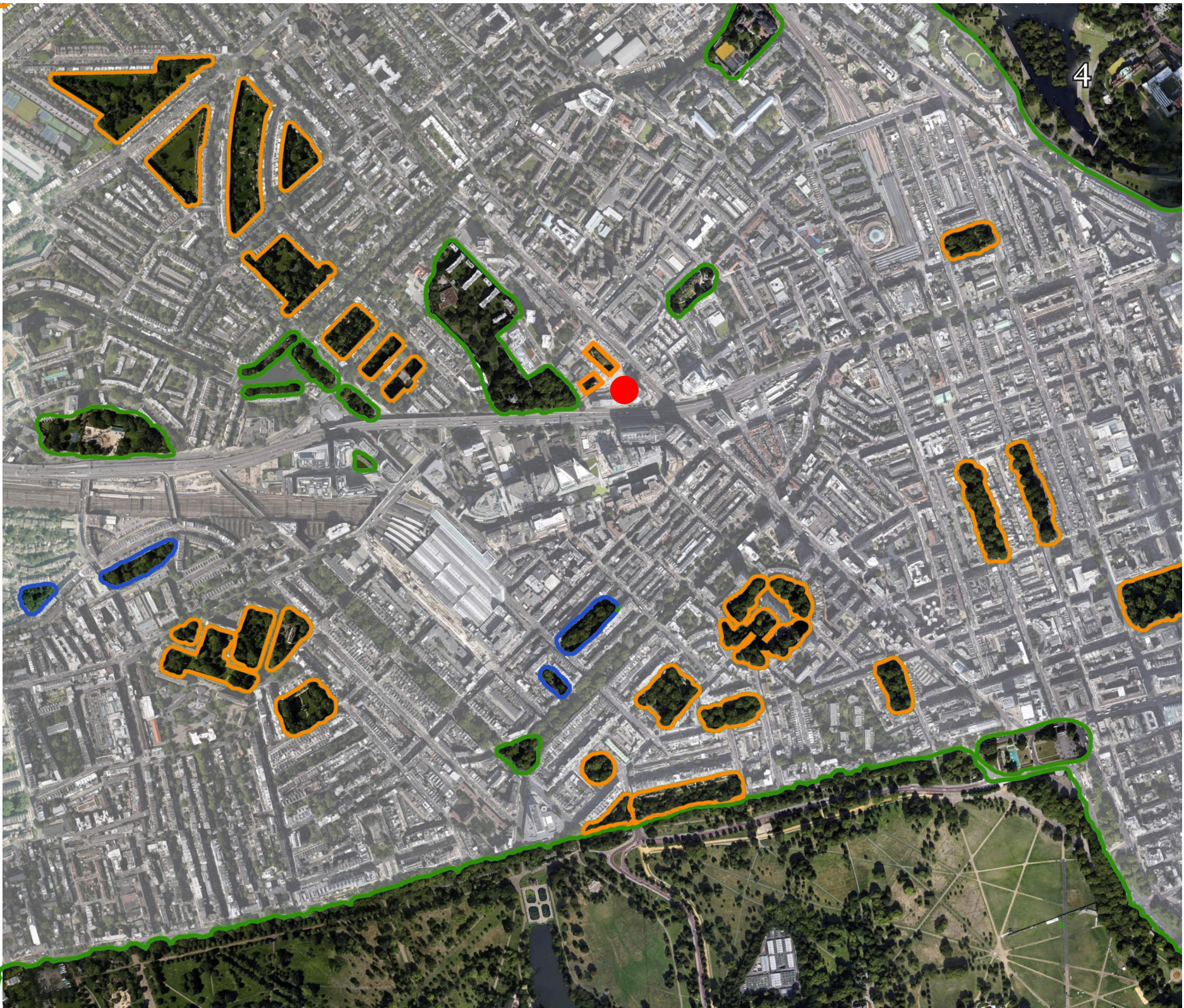


Fig. 2.19 Public and Private Green Space



Paddington Green Police Station



Private Garden Squares - Keyholders Only



Public Green Spaces



Garden Squares with Public Access

2.13 Townscape and Views

2.13.1 Townscape

The townscape analysis has been undertaken by Montagu Evans to advise on all aspect of townscape design. Whilst Paddington Green provides an attractive open space in its own right, the conservation area to the west must be seen in its proper context with the Marylebone Flyover and former Police Station structure dominating the townscape along the southern edge of this area, and with high rise residential development to the north of the site. The notable mass of the City of Westminster College bounds the conservation area to the north of Paddington Green. Large flank walls bound the northern side of Newcastle Place and also serve to detract from the general townscape of the area.

2.13.2 Strategic Views

The site lies outside of the defined London View Management Framework (LVMF). There are a number of townscape and local views that have been reviewed as part of analysing the setting of the buildings and site. Principally a similar set of views have been considered to the consented scheme for 1 Merchant Square in Paddington Basin. Views from distance, in particular from Little Venice and the Royal Parks, have been tested to examine the impact of the scale and massing of the proposed development. The images adjacent are a typical selection of views that have been presented to Westminster City Council to demonstrate the height in comparison with the adjacent buildings and consented schemes. Please refer to the replacement ES Volume 2 for further detailed information.



Little Venice - Existing Views



Little Venice - Proposed rendered massing



Edgware Road - Existing Views



Edgware Road - Proposed rendered massing



Primrose Hill - Existing Views



Primrose Hill - Proposed rendered massing

Fig. 2.20 Selected Townscape Views

2.14 Planning Context

National, regional and local planning policy guidance have been considered in the design of the proposed development, and against which the application will be assessed. A detailed analysis of the key policies can be found in the Planning Statement.

The Development Plan for the site comprises the following:

- New London Plan 2021
- Westminster City Plan and Proposals Map (2021)
- National Planning Policy Framework (2021)
- National Planning Policy Guidance (2021)
- London View Management Framework (2012)
- Relevant Supplementary Planning Guidance and Documents (SPG's/SPD's) by the Mayor of London, City of Westminster (refer to the Planning Statement and replacement Environmental Statement).

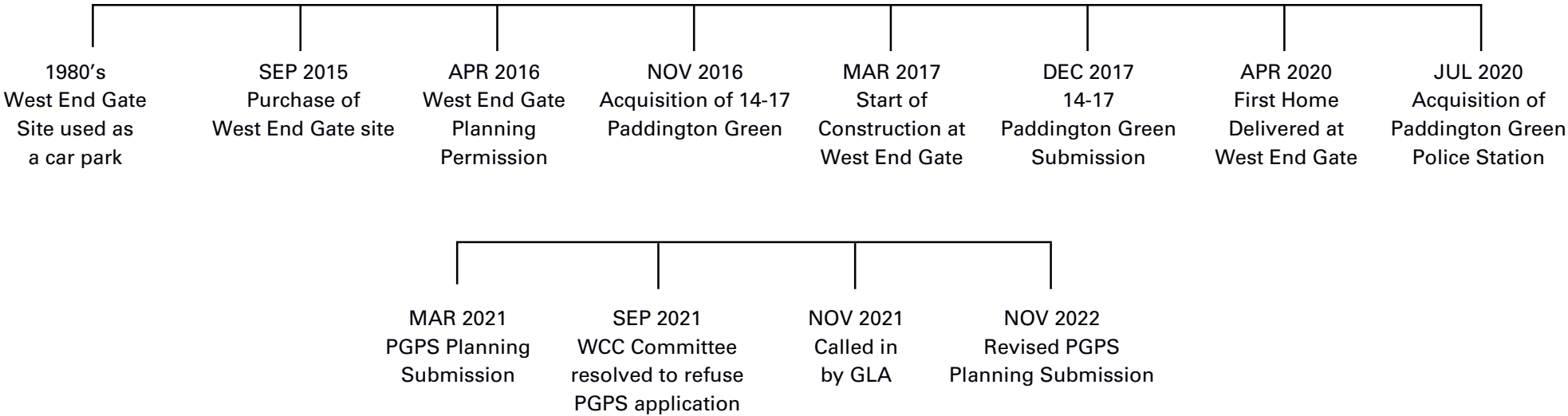
The applicant, Berkeley purchased the West End Gate/14-17 Paddington Green site in 2015, and followed up with the purchase of the Paddington Green Police Station site in 2020 with a clear mandate to deliver housing for London on the site. Since the original WEG application was consented the buildings in Paddington have changed significantly. Taller schemes of significant height have been consented and are being proposed in the immediate vicinity of the site.

The planning application submitted in April 2021 was considered at WCC Major Planning Committee on 7th September 2021. The Committee resolved to refuse planning permission, against the officer recommendation to grant planning permission.

Following Westminster's planning committee, a 12 month process of engagement and consultation has taken place with the GLA and their officers. This has also involved a two-stage process of engagement with the London Review Panel (LRP - the Mayor's design review panel for London). This process of extensive engagement has resulted in a number of amendments being made to the original proposals submitted in April 2021, which have also been discussed with Westminster officers and Councillors.



Fig. 2.21 Aerial photograph of site progress on West End Gate site - August 2020





The West End Gate Development

3

3.0 The West End Gate Development

3.1 Development Overview

The Paddington Green Police Station forms part of the wider Masterplan Development which has three sites in total and is comprised of the following:

1. West End Gate
2. 14-17 Paddington Green
3. Paddington Green Police Station

The three phases of development will ultimately form the wider West End Gate Development with no distinct boundaries between each phase and shared services across the site.

3.1.1 Design Objectives

The purpose of the masterplan is to bring together the three immediate sites listed above as part of a wider place-making strategy. The masterplan also connects the site into the wider WCC Church Street Masterplan. Westminster City Council's aspiration for the area is a comprehensive approach to delivering estate renewal, a regeneration plan to deliver more homes, an improved shopping centre and public realm.

The current West End Gate development comprises a 30 storey residential tower with a series of mansion blocks set around a series of residential courtyards and communal amenity spaces. The second phase of development at 14-17 Paddington Green is currently under construction.

3.1.2 West End Gate

In April 2016 the City of Westminster resolved to grant consent for a residential led development providing 652 residential units of which 126 are affordable, a public piazza and outdoor seating space, 9 retail offerings and a commitment to spending £1.1m on a public art scheme. Through subsequent S73 and S96a consents the total number of homes rose to 688 units with 130 affordable units. The above consents were all subject to the completion of S106 Agreements worth over £6.2m for the surrounding community and area. A further £10.7m is payable through the CIL charges associated with the West End Gate and 14/17 Paddington Green development.

3.1.3 14-17 Paddington Green

In December 2017, consent was granted for the 14-17 Paddington Green site, delivering 200 residential units of which 39 are affordable. Through a subsequent S73 in March 2019 the total number of home rose to 216 with 45 of those being Affordable Homes. A further S73 is under consideration to introduce senior living accommodation.

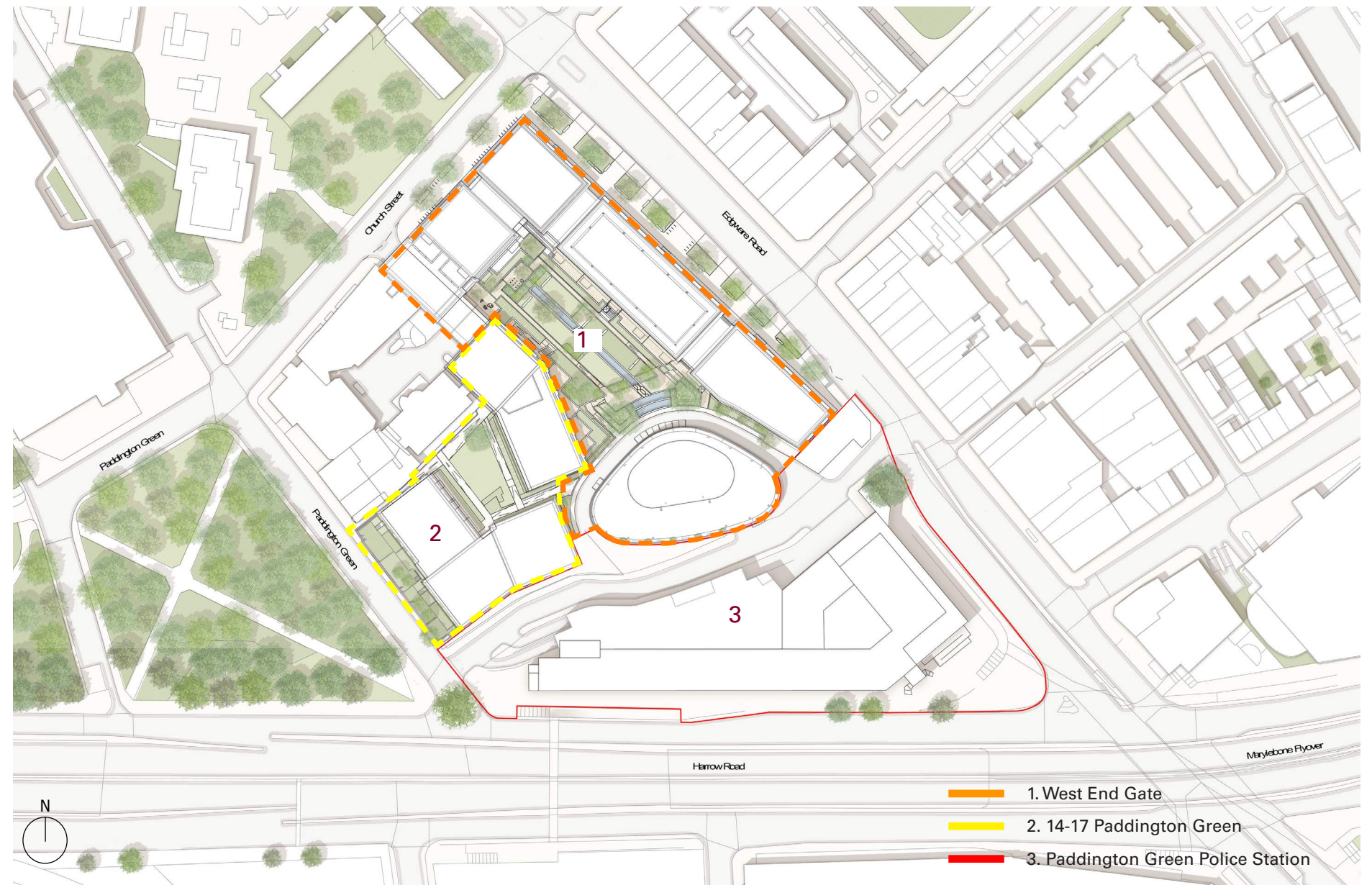


Fig. 3.1 West End Gate Masterplan Plots

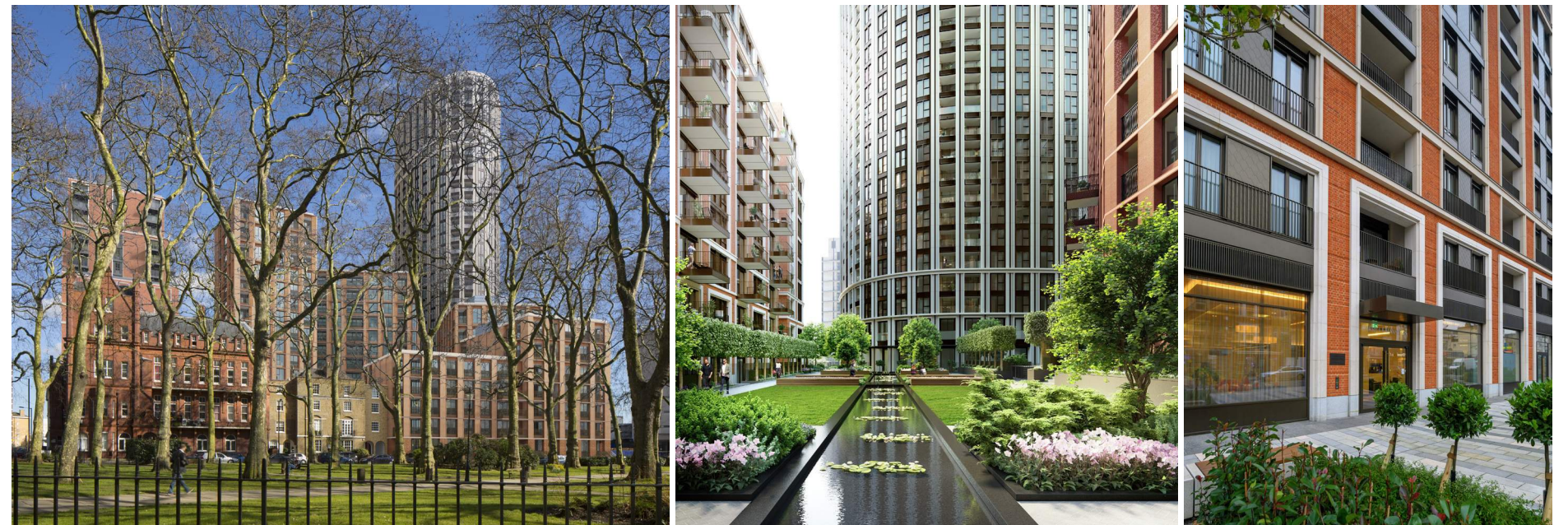


Fig. 3.2 Visuals of consented West End Gate and 14-17 Paddington Green developments

Fig. 3.3 Photograph of West End Gate

3.2 Design Concepts

The design concepts are site specific and include:

- City and Gateway - The site sits on an axial position for London on the intersection of the A40 and A5 Edgware Road. Both of these routes are primary historic and present day connections into London.
- Nature - Inspiration is drawn from the richness of local nature in Paddington Green and Little Venice.
- Community - Church Street market is an inspiration with its vibrancy and life and colour.
- Art and Public Realm - Placemaking in the form of connecting routes, sculpture trails, squares and London artists.



Fig. 3.4 Masterplan Concept - City and Gateway



Fig. 3.5 Masterplan Concept - Nature



Fig. 3.6 Masterplan Concept - Community



Fig. 3.7 Masterplan Concept - Art and Public Realm



2021 Scheme

4

4.0 2021 Scheme

4.1 Planning Submission Design Proposals

The design proposals submitted to Westminster City Council in March 2021 sought to deliver a high quality contemporary architectural scheme for a central urban site. The design responded to the site with the following concepts; City Gateway, Mansion Blocks, Public Realm and Art, Nature and Community. These concepts recognised the distinct character of the surrounding area, which was sensitively addressed in the proposed townscape and architectural design. The new buildings were designed to replace the vacated Paddington Green Police Station with highly efficient and sustainable residential accommodation designed to meet the demands of modern requirements.

The elevation treatment was designed to optimise natural light within the space, whilst responding to the streetscape character, rhythm and its materiality. As a series of buildings the proposals aimed to deliver a refined and elegant contribution to the building stock of the area.

The proposed design sought to deliver significantly improved accessibility through the site via detailed consideration of inclusive design from the conception of the project and the consideration of the needs of all users. All aspects of the building were developed to ensure an inclusive and enjoyable environment for everybody, throughout the lifespan of the building and in accordance with the relevant local and national planning guidance.

Overall, the proposed scheme met the policy requirements of Westminster City Council in terms of land use and active frontages, whilst delivering a development which embraced design, careful attention to detail, workmanship and materiality. The ambition and key driver was to make a positive contribution to the surrounding Paddington area, and raise the quality of the area as a whole, creating a mixed and sustainable residential community accompanied by a range of complementary uses.



Fig. 4.1 Aerial view of site



Fig. 4.2 View looking west along the Westway to Block K