

Whiteleys Shopping Centre, Queensway, W2 4YH**in the City of Westminster****planning application no. 15/10072/FULL****Strategic planning application stage 1 referral**

Town & Country Planning Act 1990 (as amended); Greater London Authority Acts 1999 and 2007; Town & Country Planning (Mayor of London) Order 2008.

The proposal

Demolition of and redevelopment of building behind retained and refurbished facades to Queensway and Porchester Gardens facades to provide a mixed use development comprising three basement levels, ground floor and up to 10 upper floor levels, containing 103 residential units (Class C3), retail floorspace (Class A1 and A3) facing Queensway and arranged around a new retail arcade below re-provided central atrium and central retail courtyard, hotel (Class C1), cinema (Class D2), gym (Class D2), creche (Class D1), with associated landscaping and public realm improvements, provision of 146 basement residential parking spaces, cycle parking and associated basement level plant and servicing provision.

The applicant

The applicant is **Queens Road W2 Limited**, and the architect is **Foster & Partners**.

Strategic issues

The principle of the residential-led mixed-use redevelopment of this site is supported. However, there are a number of outstanding strategic planning concerns relating to **affordable housing, play space, urban design, flood risk, climate change, air quality, parking** and **transport**.

Recommendation

That Westminster City Council be advised that, whilst the principle of the proposal is supported, the application does not comply with the London Plan, for the reasons set out in paragraph 61 of this report. However, the resolution of those issues could lead to the application becoming compliant with the London Plan.

Context

1 On 26 November 2015 the Mayor of London received documents from Westminster City Council notifying him of a planning application of potential strategic importance to develop the above site for the above uses. Under the provisions of The Town & Country Planning (Mayor of London) Order 2008 the Mayor has until 6 January 2016 to provide the Council with a statement setting out whether he considers that the application complies with the London Plan, and his reasons for taking that view. The Mayor may also provide other comments. This report sets out information for the Mayor's use in deciding what decision to make.

2 The application is referable under the following Categories of the Schedule to the Order 2008:

- Category 1B: *“Development which comprises or includes the erection of buildings outside Central London with a total floorspace of more than 15,000 square metres”.*
- Category 1C: *“Development which comprises or includes the erection of a building more than thirty metres high and outside the City of London”.*

3 Once Westminster City Council has resolved to determine the application, it is required to refer it back to the Mayor for his decision as to whether to direct refusal; take it over for his own determination; or allow the Council to determine it itself.

4 The Mayor of London’s statement on this case will be made available on the GLA website www.london.gov.uk.

Site description

5 The 1.42 hectare site is located towards the northern end of Queensway, within the designated Queensway/Westbourne Grove Major Shopping Centre and Queensway Conservation Area. The site comprises the Grade II listed Whiteleys Shopping Centre, which underwent comprehensive redevelopment including façade retention in the 1980’s, with a multi-storey car park to the rear. The shopping centre is four storeys plus basement and is currently occupied by retail, restaurants, office and leisure, including a bowling alley and cinema.

6 The main shopping frontage is to the east and south onto Queensway and Porchester Gardens, whilst servicing and vehicle access is from the rear off Redan Place. The surrounding area is predominantly residential in character, generally comprising terraced typologies with some later infill development.

7 The nearest part of the Transport for London Road Network (TLRN) is approximately 500 metres to the north and south respectively. There are ten bus services that operate within a reasonable walking distance of the site, whilst Bayswater and Queensway underground stations are close by. Accordingly, the site is in a highly accessible location, with a public transport accessibility level of 6a, on a scale where 1 represents the lowest accessibility level, and 6b the highest. The area is also served by the Mayor’s Cycle Hire scheme, with a docking station immediately adjacent that has capacity for 15 bikes.

Details of the proposal

8 Queens Road W2 Limited (the applicant), is seeking full planning permission for the retention and refurbishment of the historic façade, with redevelopment behind in the form of 3 basement levels and buildings up to 11 storeys. The development will comprise:

- 103 residential units, with associated amenity space.
- 10,530 sq.m. (GIA) of retail floorspace (Use Class A1 and A3).
- A new retail arcade below refurbished atrium space leading to new outdoor retail court.

- 30 bedroom boutique hotel (Use Class C1).
- Leisure uses, including cinema and gym (Use Class D2, total floorspace 3,707 sq.m.), as well as a crèche (Use Class D1).

The scheme also comprises associated landscaping, public realm improvements, 146 basement residential parking spaces, cycle parking, servicing and plant provision.

Case history

9 The application considered here was subject to formal pre-planning application discussions with GLA officers, with a formal pre-planning application meeting being held on 17 June 2015. GLA officers broadly supported the principle of the proposed mixed-use redevelopment, subject to further information on affordable housing provision and comments on transport.

Strategic planning issues and relevant policies and guidance

10 The relevant issues and corresponding policies are as follows:

- | | |
|---------------------------|---|
| • Mix of uses | London Plan |
| • Housing | <i>London Plan; Housing SPG; draft interim Housing SPG; Housing Standards Policy Transition Statement; Housing Strategy; Shaping Neighbourhoods: Play and Informal Recreation SPG; Shaping Neighbourhoods: Character and Context SPG; Social Infrastructure SPG</i> |
| • Affordable housing | <i>London Plan; Housing SPG; draft interim Housing SPG; Housing Standards Policy Transition Statement; Housing Strategy</i> |
| • Density | <i>London Plan; Housing SPG; draft interim Housing SPG; Housing Standards Policy Transition Statement; Housing Strategy</i> |
| • Urban design | <i>London Plan; Shaping Neighbourhoods: Character and Context SPG; Housing SPG; draft interim Housing SPG; Shaping Neighbourhoods: Play and Informal Recreation SPG</i> |
| • Historic Environment | <i>London Plan</i> |
| • Access | <i>London Plan; Accessible London: achieving an inclusive environment SPG</i> |
| • Sustainable development | <i>London Plan; Sustainable Design and Construction SPG; Mayor's Climate Change Adaptation Strategy; Mayor's Climate Change Mitigation and Energy Strategy; Mayor's Water Strategy</i> |
| • Transport | <i>London Plan; the Mayor's Transport Strategy</i> |
| • Parking | <i>London Plan; the Mayor's Transport Strategy</i> |

11 For the purposes of Section 38(6) of the Planning and Compulsory Purchase Act 2004, the development plan in force for the area is Westminster's City Plan: Strategic Policies (2013), including proposed revisions, as well as saved policies from Westminster's UDP (2007) and the London Plan (Consolidated with Alterations since 2011). The draft Minor Alterations to the London Plan (2015), and the National Planning Policy Framework and Technical Guide to the National Planning Policy Framework, are also relevant material considerations.

Principle of development

Retail uses

12 London Plan Policy 2.15 seeks to support and enhance competitiveness, diversity and quality of town centre retail, whilst Westminster City Plan Policy S13 seeks to ensure that

Queensway/Westbourne Grove Major Shopping Centre will be maintained and enhanced by securing retail growth and improved retail space. According to the Planning Statement, the overall A1 retail floorspace provision on the site would reduce from 15,888 sq.m. to 6,514 sq.m. (NIA), whilst the restaurant/cafe space (Use Class A3) would reduce from 3,163 sq.m. to 2,072 sq.m. (NIA). It is noted that the figures differ slightly in other application documents, so the applicant should clarify which is the correct figure. Whilst such a reduction in retail floorspace would typically be a strategic concern in this location, it is clear from the supporting documentation that the existing shopping centre is failing, particularly on the upper floors where high vacancy levels and a poor retail offer have resulted in diminishing footfall. Furthermore, the existing centre does not maximise the opportunity for active frontages to the surrounding streets, particularly the main frontage along Queensway.

13 The key approach of the proposal is to re-provide a smaller amount of retail floorspace of significantly higher quality, along with other complimentary uses, in order to better respond to the changing local shopping environment. The new retail and restaurant space aims to create a unique destination, would provide a retail offer that is more aligned to the emerging local demographic and would be more adaptable to future needs. Importantly, the proposal will result in a 722% increase in active frontage to include a new double height arcade and outdoor retail court, which would be fully legible to and from the main shopping street of Queensway.

14 The application submission explains the challenges that the existing centre faces, particularly in relation to growing competition from other centres such as Westfield London, and visitor flows have been declining significantly more than the national average, particularly over the last year. Overall therefore, GLA officers support the proposal to improve the quality of the retail space and associated public realm. It is accepted therefore that, despite the reduction in retail quantum, the proposal would be more likely to contribute to the success of Queensway/Westbourne Grove Major Centre, which would meet the objectives of London Plan Policy 2.15.

Loss of office floorspace

15 The proposal would result in the loss of approximately 3,400 sq.m. of B1 office floorspace, which is currently located on the upper floors. Whilst the London Plan does not specifically protect offices, policy 4.2 supports the renewal and modernisation of the office stock in viable locations. The site does not however fall within a location where new office development should be directed, as specified in the Westminster City Plan. The replacement of this office use with other town centre uses as part of the mixed use development proposed does not therefore raise any strategic concern.

Hotel, leisure and community uses

16 London Plan Policy 4.5 sets out the need for hotel bedrooms in London to support the visitor economy and stimulate its growth. The proposal includes a boutique hotel with 30 bedrooms and the provision of hotel rooms in this town centre location is welcomed.

17 The proposals include the re-provision of the existing cinema use, as well as a new gym and spa facility. These uses would be located predominantly at basement level, although they would have access from the central court. The provision of these uses is appropriate in this town centre location and they are therefore supported.

18 The existing creche facility on the site would be expanded to almost 1,200 sq.m., with the scope to include classrooms, a cafe and swimming pool. Access would be either from the retail court or the vehicle drop off point on Redan Place. This facility would be appropriate as part of the mix of uses proposed and would be accessible to all local residents, which is welcomed.

Residential uses

19 London Plan Policy 2.15 sets out that town centres should be the main foci beyond the Central Activities Zone (CAZ) for commercial development and intensification, including residential development. Policies 3.3 and 3.4 of the London Plan recognise the need for housing and Table 3.1 sets an annual target of 1,068 new homes for Westminster in the period 2015-2025. The proposal would contribute to this target and the inclusion of residential units in this mixed use town centre scheme is welcomed.

20 Overall, the principle of the proposed residential-led mixed use development for town centre uses is supported in strategic planning terms.

Housing

21 The application includes a total of 103 residential units and a detailed housing schedule is provided in Table 1 below.

unit type	number	% of total scheme
1 bed	6	6
2 bed	28	27
3 bed	41	40
4 bed	19	18
5 bed	9	9
total	103	100.0

Table 1: housing schedule

Affordable housing

22 In accordance with London Plan Policy 3.12, the scheme is required to deliver the maximum reasonable amount of affordable housing and priority is given to on site provision, unless an exception can be made and robustly justified under the Mayor's SPG 'Housing'. It is understood that the applicant's viability assessment demonstrates that it would not be viable to provide any affordable housing either on or off site, although GLA officers have not had an opportunity to view this document. The City Council should appoint an independent consultant to verify the findings of this assessment and both reports should be supplied to the GLA.

23 The financial constraints of this development, particularly costs associated with the refurbishment of the historic fabric, are noted, but the absence of any contribution to affordable housing provision is difficult to understand, particularly in such a high value location, and will need to be robustly justified before the scheme is referred back to the Mayor. Furthermore, a review mechanism should be secured through the S106 agreement to enable a potential future contribution to be sought, should viability improve.

Housing choice

24 London Plan Policy 3.8, together with the Mayor's Housing SPG, seeks to promote housing choice and a balanced mix of unit sizes in new developments. London Plan Policy 3.11 establishes that strategic priority be afforded to the provision of affordable family homes. The proposal, as currently submitted, includes 69 family units, equating to 67% of overall housing provision, with no affordable provision due to the viability position as mentioned above. The proportion of family units would be high and it is also noted that the scheme would deliver a range of unit types, include

townhouses and duplexes. The City Council should confirm that the mix responds appropriately to local housing need.

Density

25 Based on the net density calculation for mixed use schemes set out in the Mayor's draft Housing SPG, the density of the development is 101 units per hectare and 565 habitable rooms per hectare. This is below the London Plan guidance range of 650 to 1,100 habitable rooms per hectare for central sites with a public transport accessibility level of six, as set out in London Plan Policy 3.4. It is however recognised that the potential density of residential development the site can accommodate is constrained by the need to preserve the listed facade and the need to limit scale behind to ensure an acceptable visual impact. The other benefits in terms of the mix of town centre uses and public realm improvements also constrain the amount of housing that can be provided. Overall therefore, it is considered that the proposal would achieve the objective of optimising housing delivery as part of this scheme, in line with strategic policy.

Housing quality and amenity

26 London Plan Policy 3.5 promotes quality in new housing provision, with further guidance provided by the Mayor's Housing SPG. Key factors such as floor-to-ceiling heights, orientation, maximising ground-floor individual access points, and number of units per core, are all essential to achieving high residential quality, and are of particular importance when assessing residential quality. As detailed further in the urban design section, the standard of the residential accommodation proposed would be high. The majority of units would have access to private amenity space that is compliant with the Mayor's standards, with the exception of two flats where this would not be possible due to facade retention. All units would however significantly exceed the Mayor's minimum space standards, so overall the standard of amenity is supported.

Children's play space

27 London Plan Policy 3.6 seeks to ensure that development proposals include suitable provision for play and recreation. Further detail is provided in the Mayor's Shaping Neighbourhoods: Play and Informal Recreation Supplementary Planning Guidance, including a benchmark requirement for 10 sq.m. of play space per child. The applicant has calculated that the development would give rise to a requirement for 179 sq.m.

28 It is recognised that it will be very difficult to incorporate play space within the scheme, as the only area of open space large enough to accommodate it would be the retail court and this would not be desirable. The applicant has identified some play facilities in the area that could meet the demands of the development, but should explain how these areas will meet the requirements of different age groups. The City Council should secure a financial contribution towards the upgrading of local play areas.

Urban design

Layout and public realm

29 The overall design approach is generally well thought out and the intention to keep this historic building in active use is welcomed, with the maximising of active frontage to all public facing edges of the urban block and the creation of the outdoor retail courtyard being key positive features of the scheme. The courtyard space is designed to be of a sufficient size to contain a variety of activities and would be lined on all sides with a good balance of commercial frontage and residential core entrances, providing opportunity for activity throughout the day and night. The courtyard would be overlooked from the residential units and terraces above, which is welcomed.

30 The wrapping of the rear of the building along Redan Place with townhouses with individual entrances is strongly supported and will help to create a mews-style environment that greatly improves the existing situation. The pavement widths along Redan Place appear to be adequate to ensure that pedestrian safety and inclusivity is not compromised, but the applicant and the City Council should ensure that surface treatments in this area clearly delineate between pedestrian and vehicular space. The Council should also ensure through the delivery and servicing plan, to be secured by condition that large delivery vehicles enter and leave Redan Place via Queensway where possible, so that the predominantly residential stretch of Redan Place is kept free of HGVs.

Residential quality

31 As mentioned above, the standard of amenity would generally be very high and this is reflected in the scheme layout, which maximises the provision of dual aspect units so that there would be no single aspect, north facing flats. Floor to ceiling heights would exceed 2.5 metres and there would be no more than 8 units per core, with the majority of corridors serving far fewer units. The scheme would therefore be acceptable in strategic terms, in relation to its layout and residential quality.

Architectural treatment

32 The architectural approach is supported and it is evident that considerable thought has been given to the detailed design of the facades, as well as how signage, plant and extract equipment is incorporated into the design. However, materials and the quality of detailing will have a significant impact on overall quality in the completed scheme. The Council is therefore strongly encouraged to secure the retention of the architects during detailed design phases, in addition to utilising appropriate conditions securing design detail and materials.

Heritage

33 The scheme has been the subject of extensive discussions at pre-application stage and the scale and massing has been reduced and refined in response to comments made by the City Council, Historic England and GLA officers. This has resulted in the additional floors having an acceptable relationship with the original rooftop features of the listed building. The larger blocks behind are set back behind the four storey townhouses, which is welcomed.

34 To address the requirements of London Plan Policy 7.8, a Townscape and Visual Impact Appraisal has been submitted, which provides a comprehensive set of verified views from other nearby heritage assets, including from within nearby Conservation Areas. These views demonstrate that there would be no significant impact on the setting of Conservation Areas or the listed building generally and the proposed refurbishment is expected to enhance the appearance of the listed facade, which is welcomed.

Flooding

35 The site is within Flood Zone 1 but has significant risk of surface water flooding in the northern part of the site. The Flood Risk Assessment (FRA) proposes a number of mitigation measures, although many of these are not committed to. In order to ensure compliance with London Plan Policy 5.12 the applicant should clarify and commit to a range of flood risk management measures in discussion with GLA officers, prior to the application being referred back to the Mayor at Stage II.

36 As well as significant risk of surface water flooding on site, there are also areas of significant surface water flood risk affecting the wider area. It is therefore important that the proposals are designed to minimise surface water run-off in line with London Plan Policy 5.13. Given the nature and location of the proposals, the opportunities to manage rainwater on site are recognised as being limited. The FRA proposes that rainwater will be collected on site and re-used for the irrigation of the green roof areas and other areas of planting. It is also proposed to restrict the peak surface water discharge from the proposed development to 50% of the existing peak discharge, which will be achieved through the use of an attenuation tank. These measures fulfil the requirements of London Plan Policy 5.13 and details should be secured by condition, although it may be possible to use blue roof technology in combination with the green roof to reduce the volume of the attenuation tank. This should be investigated by the applicant.

Inclusive design

37 In accordance with London Plan Policy 3.8, the applicant has confirmed that all of the residential units will meet Lifetime Homes standards, and that 10% of the units will be designed to be fully adaptable and adjustable to wheelchair users. These are split across unit types and floors, which is welcomed, although the Council should ensure that the proposed mix would meet locally identified needs. As set out in the Mayor's Housing Standards Policy Transition Statement, the City Council should secure compliance with building regulations M4 (2) and M4 (3) by condition.

38 Adequate blue badge car parking spaces are provided at basement level and are sited close to core entrances. The Council should secure a car parking management plan by condition, to include measures to ensure that these spaces are assigned to occupiers of the accessible residential units.

39 All of the non-residential uses and public realm would be fully accessible and this is supported. In particular, the application drawings confirm that 10% of the hotel rooms will either be accessible for wheelchair users or adaptable for this purpose, which is welcomed.

Climate change - adaptation

40 The proposal includes a number of measures in response to strategic policies regarding climate change adaptation, which are welcomed. Measures proposed include low energy lighting, good levels of insulation, low water use sanitary-ware and fittings, irrigation systems and biodiverse planting. The applicant should note comments made in paragraph 36 of this report regarding the need to investigate the use of more details sustainable drainage techniques, including blue roof technology.

Climate change - mitigation

Energy efficiency

41 The applicant has broadly followed the London Plan energy hierarchy to reduce carbon dioxide emissions, and a range of passive design features and demand reduction measures are proposed to reduce the carbon emissions of the proposed development. Both air permeability and heat loss parameters will be improved beyond the minimum backstop values required by building regulations. Other features include mechanical ventilation heat recovery (MVHR) on residential units. The demand for cooling will be minimised through application of measures to follow the cooling hierarchy. The development is estimated to achieve a reduction of 183 tonnes per annum (7%) in regulated carbon dioxide emissions compared to a 2013 Building Regulations compliant development through this part of the energy hierarchy.

District heating and renewables

42 The applicant has carried out an investigation and there are no existing or planned district heating networks within the vicinity of the proposed development. The applicant should, however, provide a commitment to ensuring that the development is designed to allow future connection to a district heating network should one become available. The applicant is proposing to install a site heat network. However, the applicant should confirm that all apartments and non-domestic building uses will be connected to the site heat network. A drawing showing the route of the heat network linking all buildings on the site should be provided. The applicant should confirm that the site heat network will be supplied from a single energy centre. Further information on the floor area and location of the energy centre should be provided.

43 The applicant is proposing to install a 550 kWe gas-fired combined heat and power (CHP) unit as the lead heat source for the site heat network. The CHP is sized to provide the domestic hot water load, as well as a proportion of the space heating. A reduction in regulated carbon dioxide emissions of 425 tonnes per annum (17%) will be achieved through this second part of the energy hierarchy. The applicant has supplied an overview of HWS and space heating demand profiles for three sample months (January, July and October).

44 The applicant has investigated the feasibility of a range of renewable energy technologies and is proposing to use 'second generation' biofuel to fire the CHP unit (appraised for gas-firing in 'Be Clean' response). The applicant should consult 'Energy Planning – Greater London Authority Guidance on preparing energy assessments (April 2015)' Appendix 3 and provide the details "required in relation to liquid biofuel applications". A reduction in regulated carbon dioxide emissions of 816 tonnes per annum (33%) will be achieved through this third element of the energy hierarchy.

Summary

45 Overall, the measures proposed result in a 58% reduction in regulated carbon dioxide emissions compared to a 2013 Building Regulations compliant development, which meets the London Plan emission targets. The applicant should fully address all comments made above in relation to the energy centre, heat network and biofuel system.

Air quality

46 Dust and emissions during the construction phase have been assessed using Institute of Air Quality Management (IAQM) guidance. There was found to be a high risk of construction dust effects and mitigation measures are recommended accordingly, which should be secured by the Council by condition. The London emission standards for non-road mobile machinery (NRMM) were not discussed and it is recommended that the applicant address these.

47 Emissions from the proposed combustion plant (three boilers and one CHP) have been modelled using the ADMS 5 dispersion model. The emission rates meet the relevant standard for a development in a Band B area and impacts on pollutant concentrations are predicted to be negligible as emission rates are low. The impact of traffic development has not been assessed as the predicted changes in traffic flow are below the IAQM criteria. An air quality neutral assessment has been carried out for building emissions and it was concluded that the development is air quality neutral. The applicant is requested to carry out an air quality neutral assessment for transport emissions.

48 The increased exposure to nitrogen dioxide concentration above the Air Quality Objective (AQO) is not considered in the applicant's assessment. As nitrogen dioxide concentrations close to Queensway may be above the annual mean, it is recommended that measures are included in the

development design to reduce exposure of any residential units close to Queensway. These details should be secured by condition by the Council and could include mechanical ventilation.

Transport

Parking

49 Car parking is proposed for the residential component of the scheme at a ratio of 1.4 per dwelling. The overall quantum of car parking spaces is 146, including 12 blue badge spaces. Given the excellent public transport accessibility of the site, TfL request a reduction in car parking provision preferably to car free or car capped, except for blue badge and car club spaces. The blue badge and car club spaces and their management should be secured by condition. Electric vehicle charging points (EVCPs) should also be secured by condition in accordance with the requirements of London Plan Policy 6.13. TfL would also expect all residents to be exempt from applying for a local parking permit via a car free legal agreement to be secured within the S106 agreement.

Cycling

50 Cycle parking needs to be provided in accordance with London Plan standards, including short stay visitor spaces at street level. Cyclist facilities should be provided for staff of the commercial uses and the applicant should demonstrate where these facilities can be located. The dimensions of any lifts accessible to cyclists should accord with the London Cycle Design Guidance (2014). Once these matters have been resolved with TfL, their provision should be secured by condition by the Council.

51 In addition, given the likely demand from this development and in the context of existing pressures, TfL considers that a site specific S106 contribution of £100,000 should be secured for relocating and extending the Whiteleys Bayswater cycle hire docking station. The docking station would be relocated along Queensway in close proximity to the existing station and capacity would be increased from 15 to 32 docking points.

52 The travel plan should also secure funding for cycle hire membership for each residential unit for a minimum of one year (£90 per unit). The applicant should consider extending this funding to three years.

Trip generation

53 Whilst TfL is satisfied that the development proposals are unlikely to have a negative impact on the capacity of either public transport or the SRN/TLRN, there could be an impact as a result of delivery and servicing, as well as during construction. TfL would expect a delivery and servicing plan (DSP) and construction management and logistics plan (CMLP) to be secured by condition. There is a bus lane along Queensway and two bus stops adjacent to the site that should not be adversely upon during construction or as a result of deliveries to the completed development.

Public transport

54 TfL requests that given expected demand from the development, £30,000 is secured for the upgrade of bus shelters adjacent to the site (referenced Stop M and N). The funds payable to Westminster City Council should be secured through the S106 agreement.

Travel planning, access and servicing

55 As mentioned above, a DSP and CMLP should be secured by condition. In addition to the cycle hire membership discussed above, the travel plan should contain ambitious targets particularly

relating to the uptake of cycling and should be secured, enforced, monitored and reviewed as part of the S106 agreement.

Mayoral Community Infrastructure Levy and Crossrail

56 The Mayor has introduced a London-wide Community Infrastructure Levy (CIL) to help implement the London Plan, particularly policies 6.5 and 8.3 toward the funding of Crossrail. The rate for the City of Westminster is £50 per square metre. Subject to confirmation from the City Council, the site is also in the area where S106 contributions for Crossrail will be sought in accordance with London Plan Policy 6.5 and the Mayor's SPG 'Use of planning obligations in the funding of Crossrail' (2013). In these situations, the Mayoral CIL will be treated as a credit towards the S106 Crossrail liability and this should be reflected in the wording of the S106 agreement.

Summary

57 In summary, the applicant is requested to reduce parking provision for the residential element of the scheme, with car parking management and EVCPs to be secured by condition. Cycle facilities should be provided in accordance with London Plan standards and a contribution should be paid towards increasing local cycle hire capacity. Further financial contributions should be secured towards bus stop upgrades and Crossrail. The City Council should impose conditions to secure a delivery and servicing plan and a construction logistics plan. Furthermore, S106 obligations are required to secure a permit free scheme and a travel plan as detailed above.

Local planning authority's position

58 The Council has yet to consider a report on this application at its planning committee.

Legal considerations

59 Under the arrangements set out in Article 4 of the Town and Country Planning (Mayor of London) Order 2008 the Mayor is required to provide the local planning authority with a statement setting out whether he considers that the application complies with the London Plan, and his reasons for taking that view. Unless notified otherwise by the Mayor, the Council must consult the Mayor again under Article 5 of the Order if it subsequently resolves to make a draft decision on the application, in order that the Mayor may decide whether to allow the draft decision to proceed unchanged, or direct the Council under Article 6 of the Order to refuse the application, or issue a direction under Article 7 of the Order that he is to act as the local planning authority for the purpose of determining the application. There is no obligation at this present stage for the Mayor to indicate his intentions regarding a possible direction, and no such decision should be inferred from the Mayor's statement and comments.

Financial considerations

60 There are no financial considerations at this stage.

Conclusion

61 London Plan policies on town centres, housing, urban design, heritage, inclusive design, climate change, and transport are relevant to this application. The principle of the housing-led mixed-use redevelopment of this site is supported. However, a number of strategic concerns are raised, and consequently the application does not accord with London Plan Policy:

- **Affordable housing:** the lack of an affordable housing contribution is a concern and it is not possible at this stage to determine whether this would render the scheme unviable, and address London Plan Policy 3.12.
- **Play space:** the applicant should provide more detail to explain how local play areas will meet the demands of different age groups associated with the development and pay a financial contribution towards upgrades, in order to satisfy London Plan Policy 3.6.
- **Urban design:** the applicant and the Council should ensure that the pedestrian environment on Redan Place is safe and inclusive, and the Council should also secure high quality detailing and materials by condition, to ensure compliance with London Plan Policies 7.5 and 7.6.
- **Flood risk:** the applicant should provide further information in relation to flood risk and surface water drainage, in order to satisfy London Plan Policies 5.12 and 5.13.
- **Climate change mitigation:** the energy strategy does not accord with London Plan policies 5.2, 5.6 and 5.7. Further information is required regarding the energy centre, heat network and biofuel system.
- **Air quality:** the applicant should provide further information to address the queries raised in respect of air quality and the Council should secure mitigation measures by condition, in order to satisfy London Plan Policy 7.14.
- **Transport:** to ensure compliance with London Plan policies 6.1, 6.4, 6.5, 6.7, 6.9 and 6.13 the applicant is requested to reduce parking provision for the residential element of the scheme, with car parking management and electric vehicle charging points to be secured by condition. Cycle facilities should be provided in accordance with London Plan standards and a contribution should be paid towards increasing local cycle hire capacity. Further financial contributions should be secured towards bus stop upgrades and Crossrail. The City Council should impose conditions to secure delivery and servicing plan and construction logistics plan. Furthermore, S106 obligations are required to secure a permit free scheme and a travel plan.

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