

Former Hook Venturer Sports Club

11 February 2016

in the Royal Borough of Kingston Upon Thames

Local planning authority reference 15/10383/FUL

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

Office development comprising 22,946 sq.m. of B1(a) office floorspace with access from Jubilee Way, HGV egress to Kingston Road, surface level and decked car-parking for 445 spaces, landscaping and associated engineering works.

The applicant

The applicant is **Lidl UK GmbH**, and the architect is **M Mosser Associates**.

Strategic issues

The principle of the development and the retention of Lidl Headquarters in London is strongly supported and GLA officers are keen to work with the applicant to overcome the issues raised in this report. In particular the **transport** assessment submitted with this application requires more work to ensure the transport implications of the development are fully realised and where necessary mitigated. Further discussion and information is also required on **urban design** and **energy** to ensure the proposal complies with the London Plan.

Recommendation

That Kingston Council be advised that while the application is generally acceptable in strategic planning terms the application does not comply with the London Plan, for the reasons set out in paragraph 84 of this report.

Context

1 On 13 January 2016 the Mayor of London received documents from Kingston 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 24 February 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 Categories 1B and 3F of the Schedule to the Order 2008:

- Development (other than development which only comprises the provision of houses, flats, or houses and flats) which comprises or includes the erection of a building or buildings outside Central London and with a total floorspace of more than 15,000 sq.m.
- Development for a use, other than residential use, which includes the provision of more than 200 car parking spaces in connection with that use.

3 Once Kingston 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 1.92 hectare site is located on the corner of the A240 Kingston Road and Jubilee Way in Tolworth. Tolworth rail station is located to the north approximately 150 metres north of the site (with a 2 hourly service into London in the peak) and Tolworth district centre approximately 300 metres beyond that. The land to the south and east of the site is predominately Metropolitan Open Land (MOL) comprising sports grounds, informal recreation, farm and nature reserve. The southwest corner of the site is also designated as MOL. The site is currently being used for motorcycle scrambling and go-karting.

6 The A240 Kingston Road forms part of the Transport for London Road Network (TLRN), as does the A3 Kingston Bypass which is a key strategic road. Tolworth station has been identified as a Crossrail 2 station location as part of the recent consultation. There are also six bus routes within an acceptable (640 metre) walking distance of the site, with stops located on Kingston Road and Tolworth Broadway.

7 The site has a public transport access level (PTAL) range of 3 in the north east corner to 2 for the remainder of the site, on a scale of 1 to 6b where 6b is the most accessible. This would increase by at least 1 across the site with the advent of Crossrail 2.

8 TfL and Network Rail are jointly promoting Crossrail 2 which includes an option which serves Tolworth with higher frequency services. TfL is also supporting cycling in the borough through award of "Mini Hollands" funding for implementation of high quality cycling infrastructure.

Details of the proposal

9 Permission is sought for a 5-storey office development comprising 22,946 sq.m. of B1(a) office floorspace with access from Jubilee Way, HGV egress to Kingston Road, surface level and decked car-parking for 445 spaces, landscaping and associated engineering works.

Case history

10 The applicant has been in significant pre application discussions with Kingston Council and the GLA on this proposal.

Strategic planning issues and relevant policies and guidance

11 The relevant issues and corresponding policies are as follows:

- Mix of uses *London Plan*
- Economic development *London Plan; the Mayor's Economic Development Strategy; Employment Action Plan*
- Green Belt/MOL *London Plan*
- Urban design *London Plan; Shaping Neighbourhoods: Character and Context SPG; Housing SPG; Shaping Neighbourhoods: Play and Informal Recreation SPG*
- Inclusive access *London Plan; Accessible London: achieving an inclusive environment SPG;*
- Sustainable development *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*
- Biodiversity *London Plan; the Mayor's Biodiversity Strategy; Preparing Borough Tree and Woodland Strategies*
- Parking *London Plan; the Mayor's Transport Strategy*

12 For the purposes of Section 38(6) of the Planning and Compulsory Purchase Act 2004, the development plan in force for the area is the Kingston Council Core Strategy DPD and the London Plan (consolidated with alterations since 2011).

13 The following are also relevant material considerations:

- The National Planning Policy Framework, Technical Guide to the National Planning Policy Framework and National Planning Practice Guidance.
- Minor Alterations to the London Plan: Parking Standards (consultation draft).
- The Tolworth Regeneration Strategy 2010
- Outer London Commission Report 2014

Principle of development

14 Policy 2.7 of the London Plan seeks to address constraints and opportunities in the economic growth of outer London. Policy 4.1 states the Mayor will work with partners to protect and enable the continued development of a strong, sustainable and increasingly diverse economy across all part of London. Policy 4.2 of the London Plan supports the management and redevelopment of office provision to improve London's competitiveness and to address the wider objectives of the plan, including enhancing its varied attractions for businesses of different types and sizes.

15 The Mayor's Outer London Commission looks at strategies for boosting the outer London economy and reviving outer London as a location for business growth, particularly in more accessible locations.

16 The site has fallen in and out of larger development site designation in the both the superseded UDP and the draft versions of the Core Strategy. In the Issues and Options draft of the Core Strategy it showed the site as part of a larger site suitable for a hotel and outdoor recreational uses or other uses. But in the 2009 adopted Core Strategy the site is shown as white land and has no formal land use designation. The land immediately to the north is identified as a development area. The Tolworth Regeneration Strategy 2010 document identifies the site for a new leisure facility.

17 The proposed building has been designed to house the new and consolidated Lidl UK Headquarters. The retention of the Lidl Headquarters within London is strongly supported. It is also noted that the site is located to the south of Tolworth Station which has been identified as a possible Crossrail 2 station. Policy 4.2 of the London Plan states new development should be focused in viable locations with good public transport access to central London and national and international transport termini. As such the principle of an office development on this site is supported by London Plan policy and also by the recommendations of the Mayor's Outer London Commission.

Metropolitan Open Land

18 Policy 7.17 of the London Plan states that the strongest protection should be given to London's MOL and inappropriate development refused, except in very special circumstances, given the same level of protection as in the Green Belt.

19 The western end of the site (and the land to the south and west of the site) is MOL. The applicant is not proposing to build on the MOL portion of the site. Instead the portion of the site designated as MOL will be landscaped to provide a nature reserve and staff amenity space with a swale, planting and some seating.

20 The applicant has provided a landscape visual impact assessment, officers conclude that the proposal including the proposed new landscaping will have a beneficial impact on the surrounding landscapes and will not have a detrimental impact on the openness of the MOL subject to addressing the points raised below.

Urban design

21 Good design is central to all objectives of the London Plan, and given the scale of development proposed, its design needs to be of an outstanding quality. The proposed development has been subject to a number of pre-application discussions; however elements of the design of the scheme remains a concern for the reasons set out below.

Layout

22 The 5-storey building is located to the northern edge of the site, the main entrance with double height loggia faces the Kingston Road, the surface parking is located adjacent to the building and the decked car parking structure behind. No buildings are proposed on the MOL. This part of the site will be landscaped to provide a staff amenity area incorporating a swale, seating and planting. The wider landscaping proposals have been designed to merge with the surrounding MOL to increase perception of the open space.

23 The building is set back from the Kingston Road and back from the building line of the adjacent hotel. The landscape layout plan in the DAS includes parking spaces in front of the building in this set back space. However the visuals in the DAS suggest this space will be more of a public space/entrance to the building. The function of this space needs to be clarified.

24 GLA officers are of the view that the parking shown in the landscape plan should be removed and that the building should be brought forward to reduce the amount of space between the building and the road. The primary benefit of which would be an improved street scene and relationship to the built frontage of the neighbouring hotel development. Moving the whole development forward would also benefit the setting of the MOL.

25 The overall scale of development is supported subject to the issues above being addressed.

Appearance

26 The architectural approach is supported. However, materials and the quality of detailing will have a significant impact on overall appearance on the completed scheme. The Council is therefore strongly encouraged to utilise appropriate conditions securing high quality design detail and materials.

Biodiversity

27 Policy 7.19 of the London Plan seeks developments to have a positive contribution to the protection, enhancement, creation and management of biodiversity. When considering proposals that would affect a site of recognised nature conservation interest, the following hierarchy applies.

- Avoid adverse impact to the biodiversity interest
- Minimise impact and seek mitigation
- Only in exceptional cases where the benefits of the proposal clearly outweigh the biodiversity impacts, seek appropriate compensation.

28 The Tolworth Court Farm to the south of the site is designated as a Site of Importance for Nature Conservation. The applicant has submitted an ecological assessment which concludes that the habitats in the site are generally of a low economical value, with habitats of greater ecological value being the boundary trees which are to be retained. The long term retention of the boundary trees should therefore be secured by condition. The landscape strategy also lists several ways in which the proposal will enhance the existing ecology and biodiversity (reinforce wildlife corridors, create wetland habitats, install bird and bat boxes, avoid light spillage, use a species rich grassland) these measures should also be secured by condition.

Inclusive Access

29 The aim of London Plan Policy 7.2 is to ensure that proposals achieve the highest standards of accessibility and inclusion, not just the minimum. Inclusive design principles if embedded into the development and design process from the outset help to ensure that all of us, including older people, disabled and Deaf people, children and young people, can use the places and spaces proposed comfortably, safely and with dignity. The accessibility standards and how they should be achieved are outlined in the Accessible London SPG.

30 The design and access statement illustrates how proposal has been designed to be fully wheelchair accessible and to meet the needs of people with cognitive and sensory impairments. The provision of which should be secured by condition.

Sustainable development

Energy

31 The applicant has broadly followed the energy hierarchy. Sufficient information has been provided to understand the proposals as a whole.

Energy efficiency standards

32 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 low energy lighting and heat recovery.

33 The applicant has undertaken a shading analysis using dynamic thermal modelling to optimise the size and position of external shading in order to reduce the demand for cooling. The applicant has provided the cooling demands for the scheme which shows that the cooling demand of the development is significantly reduced from the Part notional value. However, it was noted that the BRUKL solar gain check shows that a number of areas significantly exceed the gain limit. The applicant should therefore review the strategy and if necessary additional passive measures should be investigated to ensure that all spaces meet the solar gain criteria. An updated BRUKL sheet should be provided.

34 The development is estimated to achieve a reduction of 39 tonnes per annum (7%) in regulated CO₂ emissions compared to a 2013 Building Regulations compliant development.

District heating

35 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.

36 The applicant should provide further information on heating system for the building including the floor area and location of the energy centre, and a schematic of the heating system.

Combined Heat and Power

37 The applicant has investigated the feasibility of CHP. However, due the intermittent nature of the heat load, CHP is not proposed. This is accepted in this instance.

Renewable energy technologies

38 The applicant has investigated the feasibility of a range of renewable energy technologies and is proposing to install Solar Thermal (ST), Photovoltaic (PV) panels and Ground Source Heat Pumps (GSHP)

39 The applicant is proposing 500 sq.m. of ST panels on the roof of the development to pre-heat the domestic hot water. The applicant is also proposing 1,300 sq.m. PV panels are also proposed on the roof of the development. A roof layout should be provided to demonstrate that there is sufficient space to accommodate the proposed solar systems.

40 GSHP is proposed to provide heating and cooling to the building. The applicant should provide further information on the arrangements of the building's heating system, for instance, how the GSHP will interact with the Solar Thermal as they could potentially compete for heat loads. The applicant should also confirm whether gas boilers are required for top-up. The applicant should also confirm both the thermal and cooling output in kW of the GSHP.

41 A reduction in regulated CO₂ emissions of 157 tonnes per annum (28%) will be achieved through this third element of the energy hierarchy.

Overall carbon savings

42 Based on the energy assessment submitted at stage I, the table below shows the residual CO₂ emissions after each stage of the energy hierarchy and the CO₂ emission reductions at each stage of the energy hierarchy.

43 A reduction of 196 tonnes of CO₂ per year in regulated emissions compared to a 2013 Building Regulations compliant development is expected, equivalent to an overall saving of 36%.

44 The carbon dioxide savings exceed the target set within Policy 5.2 of the London Plan. However, the comments above should be addressed before compliance with London Plan energy policy can be verified.

Flood Risk

45 The Flood Risk Assessment prepared by Jubb Consulting Engineers confirms that the site is located in Flood Zone 1. However, parts of the site (particularly along the north-eastern boundary) are at risk of significant surface water flooding. This is identified as due to the topography of the site, with levels falling away towards the north-east but ponded water unable to drain away due to the banks along the northern and eastern boundaries. The FRA states that levels will be designed to prevent surface water run-off from the site ponding.

46 Areas within the wider catchment are also at risk of surface water flooding, including south of the site (the other side of Jubilee Way), north of King George's Playing Field, and parts of Tolworth Depot.

47 The development proposals comply with London Plan policy 5.12 (flood risk).

Surface Water Run-off

48 The FRA proposes to limit runoff to 5l/s via the use of a swale, attenuation pond, permeable paving and attenuation tank (the Design and Access statement also states that a green wall will be included). These comply with London Plan policy 5.13 and should be secured via an appropriate planning condition.

49 However, the flat roofs of the main building (excluding the glazed roof) and multi-storey car park do not include green roofs. Further consideration should be given to this option, particularly given the loss of existing semi-natural habitat. Green roofs can be designed to maximise attenuation (for example harvesting rainwater for irrigation). It should also be borne in mind that green roofs have been successfully used for food growing by employees in London and beyond (<http://www.theguardian.com/sustainable-business/offices-roofs-edible-garden-sustainable-cities>).

Transport for London

Crossrail 2

50 TfL and Network Rail are jointly promoting Crossrail 2 and a business case has been prepared for government. The central safeguarded route (Tottenham to Wimbledon) was consulted upon in 2014/15 and further options south are currently being considered which would include serving Tolworth with higher frequency services. Initial assumptions are that this would increase the PTAL, and in doing so provide an enhanced service to multiple destinations in central London, north and east London and Hertfordshire. As part of the case for Crossrail 2 TfL is considering options for substantial growth in homes which would both support the case for Crossrail 2 but also generate significant regeneration opportunities for homes and jobs around Tolworth station. TfL, Kingston Council and GLA are now considering options for a wider master planning exercise for the Tolworth area.

51 In general funding for improvements to Tolworth railway station and or contributions towards Crossrail 2 in the future should be considered as part of this proposal. Particularly due to the poor quality of the environment and station facilities at Tolworth station.

52 In recent years TfL has considered a number of planning applications for development in proximity to the A3/ A240 junction. Traffic conditions on roads in the vicinity of this key strategic junction suffer significant congestion in peak periods, and this will be worsened by new traffic generated by development. This has led to TfL objecting to high trip generating uses on adjacent sites. Based on current information the Lidl application will generate the highest number of peak hour traffic movements of all of the developments currently being planned in the Tolworth area. In order to address this TfL is developing a VISSIM network model and outcome delivery plan to assess options for improvements to the existing network. This work will be undertaken over the coming months.

53 In general the approach taken in the Transport Assessment requires some significant improvement prior to being considered acceptable for the purposes of making a planning decision. As identified during pre application discussions with the applicant, the approach to traffic modelling, trip generation, mode split and car parking will need to be developed further so that an agreed position can be taken on the impact of the development. This will need to be undertaken concurrently with development of the TfL VISSIM model, and both sets of information used to inform discussions around appropriate mitigation.

54 On this basis TfL strongly recommends that the application is not determined by the local planning authority until the results of the VISSIM modelling are concluded and a package of mitigation agreed.

Transport Policy

55 The proposals currently include a significant overprovision of car parking on a site which is adjacent to Tolworth railway station, with access to a range of bus services, and in an area which suffers high levels of congestion during peak hours.

56 The policy section within the Transport Assessment seeks to provide a 'special circumstances case' argument that Lidl require a significant over provision of car parking, due to the requirements of 'essential' and 'non essential' car users. The *National Planning Policy Framework (NPPF)* para. 39 states: "*Local planning authorities should only impose parking standards for residential and non-residential development where there is clear and compelling justification that it is necessary to manage their local network*".

57 In this case, TfL would argue strongly that maximum parking standards should be applied. The Council's adopted Core Strategy does not currently depart from the London Plan parking standards. The Kingston Core Strategy, Policy DM 9, states that "the Council will require new development to comply with car parking standards and implement parking management schemes".

58 Regardless of the "outer" London location, the London Plan clearly states that whilst development will be supported in outer London this should not be at the expense of unacceptable levels of congestion and pollution and not at the expense of undermining cycling, walking and public transport use.

Vehicular Site Access

59 The main vehicular access into the site will be from a new priority junction with Jubilee Way. However a left-out vehicle egress, for service vehicles only, is proposed onto the A240 Kingston Road near the sites north eastern boundary. TfL are concerned as to how the proposed

egress will interact with the adjoining site access (12 Kingston Road) and the pedestrian/cycleway along the A240 Kingston Road. TfL require further discussion with the applicant concerning the design of this access and how it will operate, including the submission of an agreed Road Safety Audit.

Car parking

60 The proposal includes 445 car parking spaces, of these 422 are standard spaces and 23 spaces (5%) are for disabled users. This equates to 1 space per 52sq.m. GIA of floorspace which is well in excess of the London Plan maximum standards (1 space per 100-600sqm GIA). As stated above, despite the outer London location, the site is located within an area where the surrounding highway network already suffers congestion, and is in a location served directly by rail services into central London. Such an excessive provision would undermine walking, cycling and public transport, and worsen traffic conditions for TfL to manage.

61 The TA seeks to justify the significant overprovision on the basis of the company business model and what is defined as “essential” and “non essential” car users. As a result the approach taken in the TA has not been agreed with TfL or the council, and requires some significant further work before being signed off for the purposes of issuing planning permission. For example, further work on car users, trip generation and mode share, car parking management and controlled parking zones, as well as further information on the phased build up of users and how this might be used to develop a mitigation strategy.

62 On this basis the car parking does not at present accord with the London Plan, Kingston Local Plan or National Planning Policy Framework. Discussions between TfL, the applicant and the council are ongoing.

Trip generation and modal split

63 The TA predicts 240 vehicle arrivals in the AM peak period and 245 departures in the PM peak period. TfL have concerns with reductions applied to the overall trip generation assessment which are not considered to be robust.

64 TfL do not agree with the approach to determine trip distribution and consider it would be far more robust to use a first principal's approach using existing staff post code data. The TA indicates that 56% of trips will arrive and depart from the A3 roundabout and that 27% from the A240 Kingston Road. TfL require clarification as to where the remaining trips are expected to come from.

Highway Impact

65 The A3 Tolworth Interchange suffers from significant congestion in peak periods, both during the week and at the weekend. TfL is therefore concerned with any development that will generate additional traffic, and the potential congestion and safety issues that this could cause. Therefore, at the pre-application stage, TfL requested that a VISSIM model of the Tolworth Roundabout including the Kingston Road / Jubilee Way junction would be required as part of the planning application submission. Through subsequent discussion with the applicant, TfL have agreed that LINSIG 3 can be used to model both the roundabout and Jubilee Way for this application.

66 TfL have reviewed the LINSIG submitted with the application and have raised a number of concerns in their response to the borough. Currently the models produced do not accurately model the impacts of the proposed development on the network in both the weekday AM and PM peak

periods, and therefore the assessment provided to date does not provide TfL with an acceptable evaluation of network conditions or the impact of development.

67 TfL is developing an AM and PM weekday VISSIM model of the A3 corridor including an expanded network around Tolworth and the application site so that we can accurately model the impacts of the proposed development and agree appropriate mitigation. Once the modelling is complete TfL will then review the outputs and use this data to consider options for mitigating the impact of the development. TfL strongly advises the council not to determine the application until the VISSIM model and analysis is complete.

TfL request that the developer contributes towards the cost of the production of this VISSIM model.

Air Quality

68 Both the A3 and A240 corridors have know air quality problems. There is no consideration within the TA concerning air quality. London Plan Policy 7.14 stipulates that developments in London must be 'air quality neutral'.

Public Transport

69 Further work on the transport assessment and modelling is required prior to TfL being able to provide a view on the impact on the public transport network, particularly as the number of public transport trips is likely to increase once further assessment work has been undertaken, due to the requirement to make a significant reduction to the number of car parking spaces. Once these matters have been addressed mitigation for service improvements will be agreed with the applicant.

Cycle Parking

70 The proposal includes 148 long-stay cycle parking spaces and 14 short-stay cycle parking spaces are proposed on site. For the development to accord with the London Plan a further 5 long-stay spaces are required. In general the cycling strategy for the proposed development requires further work. Cycling is a key objective for Kingston and TfL and the developer and occupier should consider in more detail how the development can contribute to the cycling strategy for London.

71 TfL advises that shower and locker facilities are also provided for those members of staff wishing to cycle to work. All cycle parking spaces should also be easily accessible from adjacent cycle routes and appropriate signage, should be provided.

Pedestrian and Cycle Access

72 The proposed development will see an increase in pedestrian and cycle trips to/ from the site and the local area, and this should go further based on a reduced reliance on car trips. There is no evidence within the TA to suggest that a PERS type audit of pedestrian routes to key public transport nodes, amenities and the Greenway has been undertaken, as requested at the pre-application stage.

A3 Decking Tolworth

73 Alongside Crossrail 2, the Mayor has recently announced a number of consultations on "Mini Tunnels" including one on the A3 at Tolworth. One option being considered is rafting over the A3 which would provide this development with increased access to amenity space and communities to the south.

Taxis

74 No taxi provision has been identified in the TA. Adequate provision should be considered through the TA with safe, legal points for Taxi's to pick up and drop off within the development.

Travel Plan

75 A draft Workplace Travel Plan has been submitted. The target to decrease single occupancy vehicle trips by 10% is very ambitious given the car parking provision proposed and lack of any hard measures detailed in the Travel Plan. There is very little detailed in the plan which would give TfL the confidence that such an ambitious mode shift could be achieved. Overall the plan lacks useful detail in regard to the range of measures which they are proposed to achieve the targets proposed.

Construction

76 A framework Construction Logistics Plan (CLP) has been produced, which is welcomed by TfL. The final CLP's should be drafted in line with TfL's new guidance available at <http://www.tfl.gov.uk/info-for/freight/planning/construction-logistics-plans?intcmp=7830>, and promote road safety in line with current good practice (<http://www.clocs.org.uk/>). This will be particularly important in the Tolworth area due to existing traffic conditions and the number of development sites being promoted.

Delivery and Servicing Plans (DSP)

77 An outline Delivery and Servicing Plan has been produced, which is welcomed by TfL. A full Delivery and Servicing Plan (DSP) should be produced and secured by condition.

Mitigation

78 In accordance with policy 8.3 of the London Plan, the Mayoral Community Infrastructure Levy (CIL) came into effect on 1st April 2012. All new developments that create 100 sq.m. or more of additional floor space are liable to pay the Mayoral CIL. The levy is charged at £35 per square metre of additional floor space in the Royal Borough Kingston upon Thames.

79 Kingston has recently received sign off from the inspector to move to formal adoption of its borough CIL. The CIL includes rates for office floorspace and income will be used to fund key infrastructure. TfL welcomes the councils aspirations for transport and would like to see these prioritised where possible. Any site specific mitigation will need to be agreed by condition or through the s106 agreement. This will be agreed once an acceptable assessment has been produced, alongside a parking strategy that reflects maximum standards.

Local planning authority's position

80 Kingston Council is likely to report this application to its planning committee in March 2016.

Legal considerations

81 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 and any connected 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

82 There are no financial considerations at this stage.

Conclusion

83 London Plan policies on offices, Metropolitan Open Land, Urban Design, inclusive access, biodiversity, sustainable development and transport are relevant to this application.

84 The principle of the development and the retention of Lidl Headquarters in London is strongly supported and GLA officers are keen to work with the applicant to overcome the issues raised in this report and summarised below:-

- **Urban design** – The car parking should be removed from in front of the building and the building should be brought forward to align with the adjacent hotel to create a strong building line to the Kingston Road and further improve the developments relationship to the MOL.
- **Energy** – Further revisions and information are required before the proposals can be considered acceptable and the carbon dioxide savings verified.
- **Transport** – The application does not at present accord with a number of important London Plan. Further discussions with the applicant and Kingston Council on a wide range of issues including vehicle egress onto the A240, car parking, build up of employee numbers, trip generation, trip distribution; highways impact, air quality, cycle parking, PERS type audit and travel planning are required to ensure compliance with London Plan policies.

for further information, contact GLA Planning Unit (Development & Projects):

Colin Wilson, Senior Manager (Development & Projects)

020 7983 4783 email colin.wilson@london.gov.uk

Justin Carr, Strategic Planning Manager (Development Decisions)

020 7983 4895 email justin.carr@london.gov.uk

Kim Tagliarini, Principal Strategic Planner (Case Officer)

020 7983 6589 email kim.tagliarini@london.gov.uk
