

17 March 2023

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

**in the City of Westminster
planning application no. 21/02193/FULL**

This addendum sets out various factual updates, clarifications and corrections which need to be considered in conjunction with the Representation Hearing Report originally published on 19 May 2022 (GLA ref: GLA/2020/6665).

Clarifications and corrections to the report

Paragraph	Proposed Amendment / Correction	Comment
3 HoT's Affordable Housing	The s106 agreement will include details of the relevant affordable housing definitions, fit-out requirements, restrictions on the occupation of market housing within Block I to ensure delivery of the affordable dwellings across the remainder of the site (including restrictions related to an Affordable Housing Provider having entered into a an unconditional contract for the transfer/125 year lease of the affordable dwellings) and the retention of the intermediate rented units at specified rent levels in perpetuity.	Agreed with all parties as part of on going discussions
3 HoT's Affordable Housing	An early stage review mechanism if substantial implementation is not achieved within 3 years of the grant of planning permission. Substantial implementation is to consist of completion of all ground preparation works for Block I and all sitewide enabling works; excluding the laying of services and sewers, completion of the foundations for the core of Block I and the construction and completion of the ground floor of Block I. Any surplus as a consequence of the early stage review is to deliver additional affordable units (and/or be paid as a contribution towards offsite affordable	Agreed with all parties as part of on going discussions.

	housing, in certain scenarios).	
3 HoT's Transport	Provision of a raised table new pedestrian crossing, alterations to Newcastle Place repaving around the site and related highway works all governed by detailed section 278 related highway work provisions.	Agreed with applicant and TfL as part of ongoing s106 discussions.
3 HoT's Transport	A requirement for provision and implementation of a travel plan with clear objectives and targets and the monitoring of the effectiveness of the commitments set out in the travel plan. A monitoring fee will be secured. Should the targets not be met then the provision of further sustainable travel measures have been secured to incentivise sustainable travel. including the funding of sustainable travel initiatives (such as, but not limited to, minor on-site or local area cycle improvements, annual TfL cycle hire memberships, pre-paid TfL oyster cards, cycle training).	Deleted element yet to be agreed
3 HoT's Transport	Provision of a Parking Design and Management Plan for parking for the proposed development, within the WEG developments basement levels prior to first occupation.	Deleted as covered by condition
3 HoT's Others	Provisions that ensure the protection of TfL's proposed TfL Suds Scheme works and a requirement to repair or replace any drainage works or trees that are damaged and approval of final floor levels adjacent to the works.	Agreed as part of on going discussions.

<p>Paragraphs</p> <p>6</p> <p>25</p> <p>27</p> <p>38</p> <p>47</p> <p>52</p> <p>80</p> <p>262 & 464</p> <p>284</p> <p>499</p> <p>519</p> <p>547</p> <p>549</p> <p>569</p>	<p>Red line area is 0.83 ha</p> <p>year of 14-17 PG permission is 2017</p> <p>senior living application is now approved dated 05.01.2023 Ref. 22/03790/FULL.</p> <p>Block I AOD is incorrect – should be 119.28 m. Also remove reference to pram store.</p> <p>Annex Class E offices consent was dated December 2020</p> <p>Figure X should be Figure 10</p> <p>MCIL 2 sum is £80</p> <p>Westmark tower rather than Westgate Tower</p> <p>Figure X is Figure 22</p> <p>There are 6 existing trees – previously 7 but one has been removed already by WCC on the corner of Harrow/Edgware.</p> <p>Table 9 – domestic total = 68% (67% is the total for non-domestic and domestic).</p> <p>Please note the 'loop street' will not be bollard controlled, only the emergency vehicles route through the landscaped/stopped area will be.</p> <p>Disabled parking is proposed within Basement1 of the PGPS development, not within West End Gate.</p> <p>All commercial deliveries will be through/to the basement, not just those in vehicles of 7.5T and over.</p>	<p>The following points are matters of clarification and correction of typographical errors.</p>
<p>Daylight / Sunlight section</p> <p>Paragraph</p> <p>431</p>	<p>The VSC results indicate that of the 720 windows considered, 376 (52%) 371 (59%) satisfy the BRE guidelines, 12 (2%) 16 (3%) will experience minor reduction beyond the BRE guidelines, 45 (6%) 48 (7%) will experience a moderate reduction and 287 (40%) 293 (41%) will experience a major reduction. The results show that a large proportion of the site facing windows up to floor 11 will experience a reduction greater than 65% with the windows in the recessed balconies losing almost all the sky visibility in the post development condition.</p>	<p>The following corrections relate to the exact number of windows that have been assessed.</p>

432	The NSL results indicate that of the 450 rooms considered, 334 (74%) 329 (72%) satisfy the BRE guidelines, 33 (7%) 21 (5%) will experience a minor reduction, 32 (7%) 8 (1%) will experience a moderate reduction and 51 (11%) 60 (14%) will experience a major reduction.”	
433	As Block A is situated directly to the north of the site, the APSH implications are significant. Of the 438 rooms assessed, 279 (64%) 292 (67%) satisfy the BRE guidelines, all 146 rooms that fall below the suggested BRE guidelines will experience a Major reduction greater than 40%.”	
436	The VSC results indicate that of the 153 windows considered, 42 (27%) (28%) satisfy the BRE guidelines, 7 (5%) will experience minor reduction beyond the BRE guidelines, 16 (10%) will experience a moderate reduction and 88 (58%) will experience a major reduction. The NSL results indicate that of the 85 rooms considered, 33 (39%) satisfy the BRE guidelines, 12 (14%) will experience a minor reduction, 5 (6%) will experience a moderate reduction and 35 (41%) will experience a major reduction. The APSH results indicate that this building will experience a moderate adverse effect.”	
444	To summarise in daylight terms, the significance of the effects remains the same for 38 25 neighbouring properties, eight see an improvement and two experience an increase. In sunlight terms, 38 26 remain the same, two see an improvement and seven experience an increase.	

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