

29 October 2020

**5 Kingdom Street**  
in the City of Westminster

planning application no. 19/03673/FULL

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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 21 October 2020 (GLA ref: GLA/4925/03).

**Paragraph 7** should read as follows, because it was agreed that the Council and TfL will not monitor the Travel Plan:

The following transport obligations would be secured by legal agreement:

- £930,000 towards highway improvements at the junction with the Harrow Road and Westbourne Bridge via a financial contribution and/or in kind works by the applicant.
- Works in the public highway and on land in private ownership required to complete the 'West Link', to connect Kingdom Street with Harrow Road.
- £187,000 towards delivering a new cycle hire docking station in the vicinity of the site (exact location to be agreed).
- £4,500 towards legible London signage.
- £20,000 towards a study of the physical condition of the Westbourne Bridge and the ways it can be enhanced.
- Commercial Travel Plan.
- ~~Travel Plan Monitoring Contribution.~~
- Construction management plan being secured and associated monitoring.

Other obligations

- Provision of a new pedestrian and cycle link between Harrow Road and Kingdom Street with associated new 'Public Garden' under the main building and public access between 06:00 and 24:00.
- 100sqm community and education space, open to local community groups to book for free (with facilities shared with the affordable workspace).
- Community access to the 250 seat Auditorium, comprising of 4 sessions per month (each session comprising either a morning, afternoon or evening).
- A financial contribution of £2,136,726 towards Westminster's Employment and Skills Fund.
- An Employment and Skills Plan which sets out training strategies focusing on work-related training and skills programmes, tackling barriers to employment, and providing young people with the experience and aspiration to access, secure and sustain jobs in a range of sectors.

- Provision of public art on site to the value of £1,000,000.
- Carbon off-set payment (if implemented energy strategy does not achieve net zero carbon on completion).
- The costs to the Council of monitoring and enforcing the section 106 legal agreement would be secured.

**Paragraph 8** should read as follows, because some variations to conditions were agreed with the Council and the applicant:

The following list provides summary of the subject matter of the conditions and informatives to be attached to any planning permission which is to be granted:

1. Time limit
2. Compliance with approved drawings
3. Restrictions on change of use from office
4. Box layout
5. ~~Non-B1 maximum capacity~~
5. Operational Management Plan
6. Odour control
7. Public toilets
8. ~~Delivery of the public route~~
8. Public Route Operational Management Plan
9. Landscaping scheme
10. Terrace's landscaping
11. Retention of scheme architects
12. Bay studies
13. Internal design details
14. Facing and landscaping materials
15. Wayfinding and public art
16. Television interference
17. External lighting and security
18. Fire statement
19. Fire evacuation lift
20. No music audible outside
21. Hours of operation – Terraces and patios
22. Opening hours (excluding office use)
23. Noise – Emergency plant and generators
24. Noise – Plant and machinery
25. Noise – Internal activity
26. Acoustic report
27. Vibration
28. Compliance with Energy Assessment
29. Flood risk and Sustainable Urban Drainage System
30. Restrictions on conference/exhibition/~~leisure~~ use
31. Thames Water – Wastewater capacity and water supply
32. Thames Water – Piling Method Statement
33. Thames Water – No construction within 5 metres of the water main
34. Urban greening features
35. BREEAM
36. Water efficiency
37. Circular economy statement
38. Non-Road Mobile Plant and Machinery (“NRMM”)
39. Wind mitigation
40. Contaminated land investigation
41. Vehicles movement

42. Service bays height
43. Cycle storage details
44. Waste and recycling store details
45. Car parking
46. Delivery vehicle electric vehicle charging facility
47. Noisy work – Hours
48. Code of Construction Practice
49. Demolition Environmental Management and Logistics Plan
50. Construction Environmental Management and Logistics Plan
51. Delivery, Servicing and Waste Management Plan
52. Servicing
53. London Underground method statement

**Paragraph 133** should read as follows:

A condition is recommended to ensure that the office floorspace remains in use as such and is not used for any other purpose, due to the need to protect office floorspace in the Paddington Opportunity Area and Central Activities Zone, given the significant losses of office space in the City of Westminster.

**Paragraph 268** should read as follows:

However, the proposals would also result in a heritage benefit to the Grade II listed Westbourne Bridge (as discussed in the Westbourne Bridge section), which significance would be better revealed by the improved physical connectivity of the area and the enhanced spaces from where the distinctive architecture and engineering of this listed bridge would be appreciated. ~~Alternative schemes~~

**Paragraph 330** should read as follows:

In line with Policy D12 of the Mayor's Intend to Publish London Plan, the application is accompanied by a fire statement, prepared by a suitably qualified third party assessor, demonstrating how the development proposals would achieve the highest standards of fire safety, including details of materials, means of escape, fire safety features and means of access for fire service personnel.

**Paragraph 383** should read as follows, as agreed with the Council:

As noted by the Council, during the operational phase, potential noise impacts from the development on existing neighbouring properties may be generated from the uses. To ensure that these have no adverse impacts to any existing receptors, the following potential impacts are recommended to be conditioned:

- Hours of use of external terraces (restricted from 7.00 to 23.00); Hours of use of the proposed commercial uses (excluding the office use) as well as hours of servicing and delivery to the building (within the Operational Management Plan for such uses and within the Delivery, Servicing & Waste Management Plan);
- Internal activity noise from the proposed A1/A3/D1/D2/Sui generis uses;
- ~~Submission of a noise assessment of the potential impact from D2 uses;~~
- Noise emitted by emergency plant and generators, as well as other plant and machinery.

**Paragraph 467** should read as follows, as agreed with the applicant:

An Outline Construction Environmental Management Plan (CEMP) has been submitted as part of the planning application. This provides details on the proposed construction methodology, phasing, access routes as well as estimates on likely construction vehicle

numbers and how these will be managed. It is expected that a detailed (CEMP) and Construction Logistics Plan (CLP) would be prepared in line with TfL Construction Logistics Plan guidance. The submission of a combined Demolition and Construction Environmental Management and Logistics Plan prior to commencement of development and the submission of a Construction Environmental Management and Logistics Plan prior to the commencement of construction works would be secured by condition.

**Paragraph 483** should read as follows, because it was agreed that the Council and TfL will not monitor the Travel Plan:

As discussed in the *Transport* section of the report, the following transport obligations would be secured by legal agreement:

- £930,000 towards the highway improvements at the junction with the Harrow Road and Westbourne Bridge, to improve conditions for pedestrians and cyclists and promote sustainable travel.
- Works in the public highway and on land in private ownership required to complete the 'West Link', to connect Kingdom Street with Harrow Road, to improve conditions for pedestrians and cyclists and promote sustainable travel.
- £187,000 toward delivering a new cycle hire docking station in the vicinity of the site, to mitigate against the likely impact from the increase in trips associated with the development (exact location to be agreed).
- £4,500 towards legible London signage, to mitigate against the uplift in pedestrian trips and assist wayfinding.
- £20,000 towards a study of the physical condition of the Westbourne Bridge and the ways it can be enhanced, to promote sustainable travel.
- Commercial Travel Plan, to promote sustainable travel.
- ~~Travel Plan Monitoring Contribution, to ensure that the Council and/or TfL can implement the Travel Plan.~~
- Construction management plan being secured, and associated monitoring, to mitigate the impacts of construction activity.

Other obligations

- As discussed in the *Layout and public realm* section of the report, the proposals would provide a new pedestrian and cycle link between Harrow Road and Kingdom Street with associated new 'Public Garden' under the main building, for which delivery management and public access (between 06:00 and 24:00) would be secured within S106. The proposals would also include the provision and maintenance of public art on site to the value of £1,000,000. These public realm improvements would be in line in line with Policies S3 and S33 of the Westminster's City Plan and the Westminster's Planning Obligations Section 106 SPG (2008).
- As discussed in the *Community space* section of the report, the proposals would provide 100sqm community and education space, open to local community groups to book for free (with facilities shared with the affordable workspace). As discussed in the *Auditorium* section of the report, the applicant would also provide community access free of charge to the 250 Auditorium, comprising of 4 sessions per month (each session comprising either a morning, afternoon or evening). These community benefits would be in line with social infrastructure policies and Policy S33 of the Westminster's City Plan and the Westminster's Planning Obligations Section 106 SPG (2008).
- A financial contribution of £2,136,726 towards Westminster's Employment and Skills Fund and an Employment and Skills Plan, in line with Policy S33 of the Westminster's City Plan and the Westminster's Planning Obligations Section 106 SPG (2008).

- Carbon off-set payment (if implemented energy strategy does not achieve net zero carbon on completion).

The costs to the Council of monitoring and enforcing the section 106 legal agreement would be secured.

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