

WANDSWORTH BOROUGH COUNCIL

PLANNING APPLICATIONS COMMITTEE – 20TH MAY 2009

Details of applications for permission to develop together with the Borough Planner’s recommendation on each proposal.

<u>Ref.</u>	<u>Address</u>	<u>Proposal</u>
(A) 2008/4488	Land at St. John's Hill Falcon Road and Grant Road, SW11	Two new station buildings (to St. John’s Hill and Grant Road), complete with ticket halls, escalators and lifts, access improvements to platforms, drop-off and taxi facilities, change of use to operational railway land. Redevelopment to create new shops, restaurants, a cinema, a health and fitness facility, a medical centre and other uses within Use Classes A1, A2, A3, A4, A5, D1 and D2 (comprising 20,557sq.m.) in a three-storey development around a pedestrianised two level street (and two-storey basement), with two towers accommodating 556 residential units to a maximum height of 142m AOD totalling forty-two-storeys, a landscaped garden above the commercial uses; cycle and car parking, servicing and access; together with all associated landscaping, demolition and other works.
(B) 2008/4492	“Ditto”	Temporary station building with ticket office and works to improve access from St. John’s Hill and onto the overbridge for a period of two years, together with associated improvements to bus stops and crossing facilities
(C) 2008/4493	“Ditto”	Conservation area consent for demolition of buildings within Clapham Junction Conservation Area and removal of trees to facilitate development.
13.10.08	Northcote/Latchmere	

List of abbreviations used in this report

AfA : Access for All

ALARP: As Low As Reasonably Practical

AOD: Above Ordnance Datum (Sea Level)

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AVR: Accurately Verified Representations.  
BRE: Building Research Establishment  
BREEAM: Building Research Establishment Environmental Assessment Method  
CABE: The Commission for Architecture and the Built Environment  
CAC: Conservation Area Consent  
CCHP: Combined Cooling, Heating and Power  
CHP: Combined Heat and Power  
CCS: Considerate Constructor Scheme  
CMS: Construction Method Statement  
CPZ: Controlled Parking Zone  
CSH: Code for Sustainable Homes  
DDA: Disability Discrimination Act  
DfT: Department for Transport (Central Government)  
DOLAS: Director of Leisure and Amenity Services  
EA: Environment Agency  
EH: English Heritage  
EIA: Environmental Impact Assessment  
EMI: Electro magnetic Interference  
EMP: Environmental Management Plan  
ES: Environmental Statement  
FRA: Flood Risk Assessment  
GEA: Gross External Area  
GSHP: Ground Source Heat Pump  
GIA: Gross Internal Area  
GLA: Greater London Authority  
HES: Head of Environmental Services  
HGV: Heavy Goods Vehicle  
HRPH: Habitable Rooms Per Hectare  
HSE: Health and Safety Executive  
LBC: Listed Building Consent  
LDF: Local Development Framework  
LPA: Local Planning Authority  
LVMF: London Views Management Framework  
NSIP: National Stations Improvement Programme  
NR: Network Rail  
ORR: Office of Rail Regulation  
PCS Union: Public and Commercial Services Union  
PCT: Primary Care Trust  
PPG15: Planning Policy Guidance Note 15: Planning and the Historic Environment.  
PTAL: Public Transport Accessibility Levels  
PV's: Photovoltaics  
QRA: Quantified Risk Assessment  
Section 106: Section 106 of the Town and Country Planning Act 1990.  
SPG: Supplementary Planning Guidance

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TfL: Transport for London

TPC: Travel Plan Co-ordinator

UDP: Unitary Development Plan

WBC: Wandsworth Borough Council

WCAAC: Wandsworth Conservation Area Advisory Committee

SITE: (A, B and C) A site of 3.36 ha located adjacent to the north and south side of Clapham Junction Train Station. The main site is triangular in shape located to the south side of the railway station bounded by Falcon Road to the east and St. John's Hill to the south. The site slopes down from west to east. The site comprises the main entrance to the station, which is accessed through a retail mall from St. John's Hill, and a secondary entrance from Falcon Road with vehicle access to a parking and servicing area. To the east of the station entrance fronting St. John's Hill is a four-storey building with shops on the ground floor and offices above, and to the west is a two-storey building with shops on the ground floor and fitness centre above. At the west end of the site, beyond Prested Road, a short no-through road is the Windsor Castle, a three-storey mock-Tudor public house. Further to the W is the part two/part three-storey Brighton Buildings, the former parcels sorting office, which has been closed to the public for a number of years and been used for storage associated with the station. To the West of this is Brighton Yard, which has vehicular access from St. John's Hill, which has most recently been used for car washing and parking, and has retail uses within arches below. On the opposite side of St. John's Hill are two/five-storey buildings comprising a mixture of Victorian and more modern infill developments with commercial and residential uses including terraced properties in Severus Road. Of particular note are The Grade II listed red brick. Grand Theatre, and the Territorial Army Centre, and the Peabody Estate to the SW. Opposite the site to the SE is the four-storey, Grade II listed former Arding and Hobbs Department Store.

At the south-east corner (outside the application site) is the Falcon public house, which is a listed building, of three floors with residential accommodation on the upper floors. To the E part of the site, fronting Falcon Road a five-storey building occupied by the PCS Union. A roadway runs from Falcon Road to the rear of the site to access the shopper's car park and provides off street servicing to the rear. On the opposite side of Falcon Road are office buildings and a public house of four/five-storeys, with terraced houses along Mossbury Road and the car park to the Lidl store.

The site also includes the station overbridge and access stairs, as well as a strip of land on the north side of the railway station on Grant Road. The Grant Road frontage includes the existing entrance to Clapham Junction Train Station here, as well as railway arches beneath the railway tracks and a two-storey light industrial unit. To the north of Grant Road are residential blocks of between four and nineteen-storeys with some commercial uses. Fronting Falcon Road to the N is the two-storey Merrick

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Arms public house and a café/office building, with a bus stand to the rear, which accommodates 5 vehicles at present.

The site is within Clapham Junction Conservation Area, with the exception of the strip to the N of the station adjacent to Grant Road, and within the Clapham Junction Town Centre.

HISTORY: (A, B and C) various planning history relating to the site, most relevant:

Clapham Junction Train Station, its platforms, and surrounding land:

1966: planning permission for erection of a new ticket office at Clapham Junction Railway Station.

1984: p.p for redevelopment of corner of St. John's Hill & Falcon Road including 160 Falcon Road to provide offices in two phases; retail floorspace; enclosed station concourse (including ticket booking hall and public toilets) with pedestrian arcade to St. John's Hill; office suites, LEB showroom, 6 flats; public car park and separate car park for offices, with shared vehicular access from Falcon Road. (Outline Application)

1986: various approval of details pursuant to 1984 permission.

1989: planning permission for new entrance/booking hall to Clapham Junction Station on the Grant Road frontage, including glazed extension, ramps and other alterations to forecourt.

1990: refusal of Conservation Area Consent for demolition of existing platform buildings and bridge staircases on platforms 9-16 inclusive.

2008: details of design and location of new lifts and stairs (with canopy) between the platforms and overbridge and associated enhancements

Brighton Buildings: various planning history, most relevant:

1990: planning permission for alterations including erection of extensions at lower ground, ground, first floor levels; use of lower ground floor for leisure/drinking/nightclub; use of first floor for business purpose (Class B1), 30 parking spaces in landscaped forecourt; provision of new pedestrian access to station

1994: p.p. for new shopfronts.

1999: p.p. for installation of ticket machine and signs in connection with use of part of the site as a commercial 'pay and display' car park for 32 vehicles.

2006: p.p. for installation of canopy, porta-cabin, CCTV system and floodlighting in connection with use of part of existing car park for car washing facilities.

2 St. John's Hill (Falcon Pub) (Which lies outside the application site): Various applications for listed building consent and planning permission, most relevant:

1975: Listed Building Consent refused for demolition and redevelopment of site with other land adjoining for shopping/offices/car parking to include public house with restaurant and flat over.

1978: listed building consent for alterations, extensions & modifications to relate to the redevelopment of adjoining land.

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Arches Grant Road: Various planning history for change of use and other alterations, most relevant:

1988; pp for improvements to railway arch forecourts including levelling, resurfacing and landscaping. Use of part of private forecourt as public highway.

1988: p.p. for refurbishment of arches, including external alterations. Use of arches 2 to 13 and 22 to 30 as business units (Class B1), with new frontages, and arches 14 to 21 for retail use (Class A1).

Store and Premises, 1-3 Lothair Street: Various planning history, most recent:

2004: temporary p.p. for change of use from office to mini-cab and courier call centre (temporary until Jan 2006)

2006: p.p. for continued use of an office within the building as a mini-cab and courier call centre.

DETAILS: (A) In summary this planning application proposes the following:-

Two new station buildings, one to St. John's Hill (adjacent to and including part of Brighton Buildings) and one to Grant Road, complete with ticket halls, escalators and lifts, with access to the platforms via the overbridge, access improvements to platforms, drop-off and taxi facilities. The Grant Road Station entrance building would be located to the west of its present position, providing access to the overbridge. New shops, financial and professional services, restaurants, food and drink uses, a cinema, a health and fitness facility, a medical centre and other uses including public toilets (within Use Classes A1, A2, A3, A4, A5, D1 and D2) comprising 20,557sq.m. of floorspace in a three storey development (plus two storey basement) around a pedestrianised two level street. The erection of two integral residential towers accommodating 556 units (272, one-bedroom, 276, two-bedroom and 8, three-bedroom flats) in thirty-nine-storeys above the three-storeys of commercial uses, with a total of 142m in height, with a landscaped garden above the commercial uses. Cycle and car parking, taxi and drop-off facility servicing and access; together with all associated landscaping, demolition and other works. Parking for 102 cycle parking spaces to Brighton Yard, 120 cycle parking spaces, 18 Car Club spaces, 10 operational rail parking spaces (in compound) and 9 motorcycle spaces to Grant Road, 50 cycle spaces within the new pedestrianised street, and 5 disabled spaces, 3 operational car spaces, 228 residential car spaces, 556 cycle spaces, 18 car club spaces, 53 motorcycle spaces within the basement.

The new St. John's Road station entrance building would be built abutting, and integrated with the south side of the retained former Parcels Office, known as Brighton Buildings. It would have a curved, glazed frontage, which would be recessed by 5m behind the front of Brighton Buildings, with a frontage width of 24m, and a height of 13m. At ground floor level there would be space to view train information boards, shops, and lift access with Network Rail offices and plant to the rear of a bank of four escalators to the upper level aligned with access to the barriers to the overbridge, which would provide access to the platforms. The roof above would be in

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the form of sloping slats, which joined by glazing to the vertical north facing elevations, would allow natural light to enter the area.

The existing Brighton Buildings would be externally cleaned and refurbished and extended at the second floor to the rear, with arched insertions made in its eastern flank wall it would be co-joined with the station entrance building, the roof of which would spring from the retained masonry between the arches, provide retail units and Network Rail offices on the ground floor, with the ticketing hall for the station at the first floor level, and a restaurant and plant at second floor. Direct level access would also be reintroduced from the ticket hall and overbridge to the external (and existing) ground level of Brighton Yard, achieved due to the drop in levels across the site from West to East. Brighton Yard would provide pedestrian and vehicular access from St. John's Hill, cycle parking, disabled and taxi drop off and landscaping. Retail units fronting St. John's Hill beneath Brighton Buildings would be reinstated.

A new station entrance building would be constructed to Grant Road, containing a new ticket office and hall, escalators and lifts. The entrance would be aligned and connected with the existing, extended overbridge, moving this entrance 70m west of the existing entrance, and would have a height of 15m a width of 5m to its E elevation and 12m to its west elevation. Access here would be through the glazed E elevation. This building would be finished in terracotta panels to either end, with a glazed central section. 120 cycle parking spaces would be provided within a new pedestrianised area, with disabled and pick up/drop off parking areas provided. New commercial units would be provided in the railway arches retained. The existing Grant Road station entrance would be demolished and replaced with a glazed shopfront with perforated steel double to the side installed for emergency escape purposes.

Fronting St. John's Hill to the south and Falcon Road to the east, bounded by a new pedestrian street to the north, and adjoining the retained Falcon public house would be a new 'Island Building.' This would be predominantly of three storeys, with four storeys to the NW elevation rising to a height of 18m with the upper floor within a curved gridshell roof covered in standing seam brass. The curve in the roof would also run to the floor through forked legs to the north side of the building. A covered walkway beneath the overhanging gridshell roof would run through the building from St. John's Hill to the new pedestrian street to the NW. This building would contain a mixture of retail, food and drink, health and leisure uses, as well as public toilets which would include changing and shower facilities.

Adjoining the Station entrance building to the west, and abutting the railway lines to the north, Falcon Road to the east and the new pedestrian street to the south is the 'Garden Building'. This would comprise part three and part four floors, with a parapet of 19m above ground, rising to a maximum height of 22m with the lower three floors comprising retail, food and drink and single screen cinema. The three main retail

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floors would benefit from level access both at ground floor and at first floor, which due to the rise in the level of the site from E to W could be accessed at grade from the W, along the walkway running in front of this upper level above the projecting ground floor units, with a staircase to ground at the E end. The fourth floor level would provide restaurant and café uses to the SW and NE ends, as well as landscaped gardens. This building would be mainly glazed to the pedestrian street (SE) elevation and fourth floor to the E elevation restaurant, with elements of stainless steel cladding glazing and terracotta panels in a horizontal undulating rhythmic pattern to the Falcon Road (E) elevation ground to second floor levels. Details of the rear (NW) elevation fronting to the station are shown to be perforated aluminium cladding panels, with consideration being given to further work on a relief material public art concept, however details are to be reserved.

The roof garden is divided into 3 distinct areas; the West Garden, including a residential seating area and outdoor restaurant terrace; The Central area, a formal space between the two residential buildings, including a water feature and a curved perforated brass clad canopy sheltering a paved seating area; the East Garden is a playful design to cater for on-site play requirements for children 0-5 years old including planting, seating and climbing posts.

The total gross commercial floorspace within the development would be approx. 229,50sq.m. (net additional floorspace of 171,00sq.m.). See Table 1 below for breakdown of commercial floorspace.

**Table 1: Commercial Totals**

<b>Commercial Totals (sq.m.)</b>	Garden Building	Island Building	Brighton Building	Grant Road	Totals
A1-A5	14,170	2,258	1,082	253	17,763
Assembly & Leisure	-	2,080	-	-	2,080
Medical Centre	-	312	-	-	312
Cinema	397	-	-	-	397
Station uses (excluding commercial element)	-	-	2397	-	2397
<b>Totals</b>	<b>14,567</b>	<b>4,650</b>	<b>3,479</b>	<b>253</b>	<b>22,949</b>

Integrated within the ‘Garden Building’ and with 39 floors of residential flats at the garden level and above, would be the two residential towers. The two floors within the garden building would provide street and mezzanine level entrances, foyers and

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concierge services for the flats. The residential towers would rise to a maximum height of 142m AOD [Ground level here is 5.25m AOD] and each of the blocks would have a width of 25m and a depth of 30 m. The distance between the two towers would be 35m. The north east tower would be 30m from Falcon Road.

The design of the towers is supported by architectural studies and Design and Access Statement. The design of the tall buildings has evolved over a period of time, with different forms and massing of the floorspace having been tested and discarded. Each of the towers has distinctive tops of four-storeys with a reduced width of 10.5m on the NW/SE axis, with the bottom three floors coming down to the ground through the retail buildings, to interact fully with and have doors to the street. The towers have been given a distinctive skyline profile by a variation in the plan of each floor which to the NW and SE elevations slips in and out, both up and down the height of each tower around either side of the vertical core by 150mm per floor, in opposite directions to each other. Each of the towers is a mirror of the other. This approach is intended to give a dynamic relationship between the two buildings, and an animated quality to them as a persons viewpoint changes. Materials are principally stainless steel cladding to the towers with balconies recessed behind the façade to the four corner flats and the central south facing central flats, thereby providing a balcony to 5 of the 8 flats on each of the main floors.

The two residential buildings (Use Class C3) comprise a total of 556 residential flats, providing a total of 33,608sq.m of residential floorspace (see Table 2 below for breakdown of residential accommodation). All dwellings would be built to lifetime homes standards and 10% would be wheelchair accessible. The family sized units are distributed throughout the towers. Outdoor amenity space would be provided in the form of balconies, or direct garden access for those at level 1, and 2922sq.m. of communal outdoor amenity space (see Table 3 for communal outdoor amenity space breakdown). All flats would be for private sale and no affordable housing is proposed as part of this planning application.

**Table 2: Residential Accommodation Breakdown**

<b>Residential Accommodation</b>	1 bed/2person	2 bed/3person	2 bed/4 person	3 bed/6 person	Total
Flats	272	12	264	8	556
Flats with private outside space	74	12	264	8	358
Wheelchair accessible flats	36	12	12	0	60

**Table 3: Communal Outdoor amenity space breakdown**

	Under 5’s	5-11yr olds	Total
<b>Communal Outdoor amenity space (sq.m.)</b>	340	170	2922

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The two basement levels would provide underground car parking and servicing for the development as a whole, with plant, and storage. This would be accessed by vehicles from an entrance in Falcon Road, with pedestrian access by stairs and lifts to the development above. The basement levels would provide car and cycle parking spaces, servicing and plant. Waste from the development would be stored within the basement with a compactor to provide increased capacity, as well as separate recyclables storage.

The development proposed is principally of a modern design, materials proposed are glazing to the St John's Hill Station entrance, the 'island building' would have a standing seam brass roof, with glazed shopfronts and terracotta panels to the St. John's Hill frontage. The 'garden building' would be mainly glazed, with the stainless steel panels, and the towers would be principally stainless steel clad with glazed central core, with translucent yellow lantern cladding to the side walls. The Grant Road entrance building would be glazed with terracotta panels. Details and materials would be reserved by condition.

Sustainability/Renewables: The development has been designed to achieve CO2 emissions in excess of 33%, through a combination of passive design and energy efficiency, Combined Cooling, Heating and Power (CCHP) and a renewable energy technology (a biomass boiler). Passive design and energy efficiency measures on average will reduce carbon dioxide emissions to be 20% better than Part L 2006, prior to the incorporation of Low or Zero Carbon Technologies. These measures include U-values and air permeability rate better than Part L 2006 requirements; more than 75% energy efficient lighting in all flats and maximum lighting load set for all retail units; and high-efficiency central boilers and chillers. The Low or Zero Carbon technologies proposed in the development are a 420KW CHP unit connected to absorption chillers, which should deliver a 12% CO2 reduction and a 400kW biomass boiler which should deliver further 5% CO2 reduction. The CHP electrical output would generate 100% of the site domestic hot water, 30% of the space heating requirements, 30% of the cooling requirements and 30% of the electrical requirements. The applicant has held preliminary discussions regarding the potential to connect to future energy schemes in the area and the potential for future connection has been considered in the design of the size and location of the energy centre. The applicant has indicated that they are aware of the need to investigate potential opportunities to reduce CO2 emissions further post-planning and has confirmed that post planning studies would be carried out into the feasibility of a greater scale of community energy and into the feasibility for all dwellings to achieve a CO2 emission rating 44% better than Part L1A 2006 (NB this is current proposed level which would be required by 2013, but not yet legislation).

Sustainability Strategy: The development seeks to achieve an 'excellent' rating under EcoHomes (2006) for all residences at Clapham Junction and a BREEAM rating of 'very good' (with an ambition to increase this to 'excellent') for all commercial uses

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within the development. Water efficient devices will be used to reduce water consumption within residential units; water use will be based on Mayor's requirements for water consumption of less than 105litres/person/day. A surface water management system has been included in the design which includes rainwater recycling for irrigation and public toilets as well as sustainable drainage systems. It is proposed to control surface water run-off through provision of attenuation storage beneath the roof garden to the Garden Building (capacity 300 cubic m) and beneath the lower ground floor concourse (capacity 175 cubic m) which would then discharge to the main sewer via an outfall pipe and control structure serving the storage to the lower ground floor concourse. Surface water attenuated beneath the roof garden will discharge directly to the attenuation facility beneath the lower ground floor concourse. Use of recycled aggregates will be specified for a proportion of 'high-grade' aggregate uses. Recycled and/or sustainably sourced materials will be used where possible. A strategy to monitor, sort and recycle construction waste on-site will be prepared. A waste management strategy will allow high recycling rate. The development is located close to Clapham Junction railway station minimising need for cars. Cycle storage along with shower and changing facilities will be provided to encourage use of bicycles amongst employees, residents and users of the development, with a unit retained for cycle sales and repair within the existing units facing St John's Hill beneath Brighton Yard. Contractors will sign up to Considerate Constructor Schemes. The applicants have addressed the CABI building for life criteria and achieve a level of 18 (out of 20), which is a rating of 'very good'.

Landscape design would involve 5 main areas; 'Stations Square' which is the paved public space in front of the new station entrance building, with dimensions of approx 35m by 20m fronting St. John's Hill with inset floor lighting, which would provide the main entrance/exit to the Station as well as a place for meeting and waiting, which would also integrate with the raised pedestrian crossing across St. John's Hill; The retail Pedestrian Street, which runs from Station Square to Falcon Road on a south west/north west axis between the two elements of the development which would be paved, with planting throughout, with steps to its W end accommodating the change in levels (as well as a passenger lift); The Roof Garden would sit above the three-storey element known as the Garden Building, providing an integrated landscaped area, with three main sections, divided by the two towers; Brighton Yard, which would predominantly provide access for vehicles, cyclists and pedestrians, and with some planting provided; Along Grant Road in the strip adjacent to the viaduct, there are opportunities for planting alongside the cycle parking, disabled and taxi drop off area, with proposals to link to a possible expanded bus stand to the east being explored further. Further details of all materials and landscaping would be reserved by condition to be submitted at a later date. An integral lighting scheme is also proposed for the development, details of which would be reserved.

The scheme has been assessed in relation to a safety and security masterplan, and the applicants have stated that they have been in discussions with both the police, and a

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specialist anti-terrorist team in formulating these proposals with an integral approach to safety, security, natural surveillance, and lighting. The key features of the proposal in this respect are the reduction of the crowd congestion particularly within the existing subway, improved facilities for exit, escape, crowd control and assembly. The development has also been designed with natural surveillance in mind, as well as incorporating a lighting and CCTV system.

Transport: A total of 282 car parking spaces are provided within the development which includes 35 car club spaces. Car club spaces would be available for the general public as well as occupants of the development.

Within the two basement levels accessed from Falcon Road, 254 car parking spaces would be provided which includes 17 car club spaces (membership open to all), 3 spaces for operational use, and 228 spaces for the 556 residential units (0.41 spaces per residential unit). Of these spaces 56 (approx. 20%) would be wider bays, providing increased accessibility for the mobility impaired, and 23 spaces would have electric charging points. In addition 5 blue badge disabled spaces would be provided at basement level for disabled visitors to the development and 1 additional electric car space with charging point. To Grant Road a car park with 28 spaces, of which 10 would be for Network Rail use and 18 for car club use, is proposed to the west of the new station building and to the east of the new station building 5 pick up and drop off spaces would be provided together with 2 disabled spaces and motorcycle parking. Servicing for the development would take place from the basement accessed from Falcon Road. The applicants have stated that they are willing for all occupiers of the development to be excluded from being able to purchase on-street parking permits from the Council.

A total of 848 cycle parking spaces are proposed as part of this development, of which 556 would be within the basement for use by the residents with a further 20 for retail staff, 50 to Falcon Road for use by shoppers, 102 to Brighton Yard (Station and retail use) and 120 to Grant Road.

The land needed for a substantial expansion of the existing bus stand to the E end of Grant Road to provide an improved facility would be delivered through the proposal through a legal agreement.

The main taxi rank for the station would be within Brighton Yard, to provide access to the new Station building from the west, through to the upper level and overbridge at grade. A further taxi rank for shoppers and station users would be provided in marked bays on St. John's Hill, opposite the entrance to Severus Road, with the existing taxi rank in the centre of the eastern end of St. John's Hill, removed as part of the exemplar scheme.

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As part of the proposed development, the applicants are proposing to give a 500sq.m piece of land on the NW boundary of the site to Network Rail, to allow for straightening of the curve of platforms 15 to 17 within the station which would also allow for the future lengthening of these platforms.

Waste: All refuse storage and collection is within the lower basement level, with commercial and residential waste being kept separate. Residential: a Chute room would be located on the ground floor of each tower with 5 waste chutes (2 for general waste 3 for recyclables) which route to the lower basement level bin stores. 1280L bins would be located at the chute exit points. The two bin stores will contain space for 16 no. 1280L bins and bulky waste. Waste would be taken to residential waste compactors (2 for general waste, 2 for recyclables and 1 space for loading/unloading compactors). Twice-weekly collection of compacted general waste and once weekly collection of recyclable waste. Commercial: waste from commercial unit will be taken to waste compactors at lower basement level (1 for general waste, 1 for recyclable waste and 1 space for loading/unloading compactors). Both Strategies: hazardous waste/non compactable recyclable waste has dedicated 10sq.m. of storage area.

Station access works were approved in 2008 for the provision of lifts and two stairs from the overbridge to platforms. These works are funded separately under the Department of Transport 'Access for All' scheme being implemented now and are expected to be completed by Spring 2010. In addition, the Department for Transport are funding and Network Rail implementing improved staircases to platforms 11 and 12 and 15 & 16 to allow the Station to comply with the Disability Discrimination Act (DDA).

The applicants will be funding the stairs down to Platforms 3 and 4, 9 and 10 and 17 as part of this application. The applicants will also fund all the stairs, lifts and escalators in both the new station buildings and the extension of the existing footbridge to the north to link to the new Grant Road entrance building. This would provide the only disabled access from the North.

In February 2009, the Secretary of State for Transport approved the extension of the East London Line to Clapham Junction. The Mayor's transport statement supports the extension, which would open up a new route from Clapham Junction to Surrey Quays and provide a direct link to the City and Docklands, with the final go ahead for the extension dependent on the outcome of detailed negotiations with the Department for Transport.

The Council has separate proposals for improvements to roads and pavements at St. John's Hill, St. John's Road, Falcon Road, Falcon Lane and Lavender Hill, known as the Exemplar scheme, although this does not, at present, have funding in whole. This scheme looks to resolve some of the existing issues, including the complexity of

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the crossroads junction, the difficulty of pedestrian movement on St. John's Hill, the quantity of traffic which passes through the crossroads junction, and the cluttering of kerbside space. The Exemplar scheme is capable of either being implemented independently, or being integrated with the application proposals.

The applicants have produced a masterplan for illustrative purposes, which looks at the scheme as a whole, how it fits in to the existing land use context, and the relationship that the scheme could have with potential development sites nearby.

Revised Submission:

In response to issues raised in respect of the original application, the applicants submitted a package providing amendments and additional information in March 2009. This revised submission comprised the following:-

Amendments to the application:

- 1 Amendments to the elevational treatment of the new buildings adjoining the Falcon public house.
- 2 Building line on Falcon Road pulled back to existing building line.
- 3 Agreement to make a contribution towards the Town Centre Exemplar Scheme.
- 4 Amendments to pick-up/drop-off area on Grant Road.
- 5 Offer to make Network Rail land available to provide a larger bus facility on Grant Road.
- 6 Reduction in the level of residential car parking.
- 7 Provision of disabled parking facilities in the basement for disabled shoppers.
- 8 Agreement to fund the installation, maintenance and monitoring of an Air Quality Monitoring Station.
- 9 Agree to make a contribution towards funding of legal agreement.
- 10 Relocation of the flower kiosk adjacent to E flank of Brighton Buildings.
- 11 Lower the wall adjoining the 'Spanish' steps within the new pedestrian street.
- 12 Provide a sloped area within the 'Spanish' steps for pushing bicycles.
- 13 Narrow the width of the vehicular access off Falcon Road.
- 14 Amend the public toilets to include provision for disabled changing and washing.
- 15 Increase width of pedestrian route along northern side of Brighton Yard.
- 16 Amend cycle storage along northern side of Brighton Yard.
- 17 Amend bus stop provision.
- 18 Widen footway on St John's Hill by the proposed taxi bay.
- 19 Agree to fund "welcome packs" for first occupants of residential units.
- 20 Provide electrical vehicle recharging points for 10% of the residential car parking spaces.
- 21 Provide electrical charging points in residential street for mobility vehicles.
- 22 Agree to open up car club within the basement to all who wish to become members, not just residents.

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- 23      Provide staff changing and shower facilities, together with lockers for cyclists.
- 24      Increase the amount of "town centre" cycle parking within the new pedestrian street to a total of 50 spaces.
- 25      Agree to service both the station retail and the units under Brighton Yard via the basement.
- 26      Provide a shop mobility unit to St John's Hill.
- 27      Provide a unit for cycle repairs/hire to St John's Hill.
- 28      Narrowing the width of the vehicular access off Falcon Road.
- 29      A change in the lift access to the raised ground retail unit within the Brighton Buildings.
- 30      Amendment to the design of the stairs to Platform 17.

Additional Information/Clarification: The following additional information has been provided:

(a) A letter from King Sturge providing a single comprehensive response to Wandsworth Borough Council's letter of 23 January 2009, with cross references to accompanying documentation where more detailed information has been requested/is required and accompanied by a series of appendices providing some of this additional information, including detailed transport briefing notes. The transport briefing notes comprise:

- Updated Public Transport Information
- Grant Road pedestrian Flow Analysis
- Updated Trip Generation and Impacts
- Bus Patronage in the PM Peak
- Existing Loading on St. John's Hill
- Summary of proposed transport enhancements
- Pedestrian Access Distance Comparisons
- Footway Capacity during Construction
- Pedestrian Footway Availability
- Revised Framework Travel Plan
- Revised Access, Servicing and Car Park Management Plan

In addition to the appendices to the letter, the following supplementary documents are bound separately.

- (b) A Station Improvement Proposals document.
- (c) A Design and Access Statement Addendum.
- (d) The supplementary design document entitled "The Supplementary Information requested by GLA".

The information contained within these documents provides additional information on the following:

- 31      Justification for the design of the taller buildings.

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- 32 More detailed information responding to the comments raised by CABE.
- 33 More detailed analysis of the wind effects.
- 34 Details of the overshadowing of the amenity areas and public realm.
- 35 Details on how the development would integrate with the Exemplar scheme.
- 36 The widths of footway and carriageway in Grant Road.
- 37 The parking compound in Grant Road.
- 38 Further information regarding the design, construction and energy generation strategy.
- 39 The CABE Building for Life criteria.
- 40 Wheelchair accessible and Lifetime Homes standards.
- 41 Children's play and amenity space.
- 42 The rail benefits and what is and is not included in lieu of affordable housing.
- 43 Draft Heads of Terms with breakdown of costs.
- 44 The explanation as to why the two new station entrances provide the greatest increase in capacity compared with other options.
- 45 Explanation and additional information of the approach, analysis and figures within the Transport Assessment.
- 46 A revised Travel Plan agreeing to suggestions.
- 47 Car club spaces.
- 48 Emergency exit from the station.
- 49 Cycle parking.
- 50 Servicing.

(B) In order to allow Clapham Junction Station to function during redevelopment of the existing entrance and ticket office, application is made for the provision of temporary facilities for a period of two years.

The facility would comprise single storey modular buildings within Brighton Yard, accommodating ticket offices and operation and staff areas, as well as ticket machines and gate lines, with queuing and waiting areas comprising a translucent pvc canopy on galvanised steel lattice beam structure over. Access would be either through the existing Brighton Yard entrance or from St. John's Hill via a double flight of stairs and platform lift inserted through two of the partially demolished shopfronts below. Access to the Station would be at grade through the first floor of Brighton Buildings and to the existing overbridge. A temporary staircase is also proposed to access platform 17 from the footbridge. Drop off facilities would be available within Brighton Yard.

(C) Demolition of all buildings on the site to the south side of the railway tracks, excluding the Falcon Public House. Demolition of all buildings on the site on the north side of the railway tracks. Removal of all trees on the site (17).

A PPG15 assessment has been submitted in support of the demolition of the buildings on the site which in summary concludes that: the demolition and replacement of the

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existing 1980's buildings will enhance the character or appearance of the conservation area by providing a design led scheme that responds to the prevailing character or appearance and improves the setting of nearby listed buildings and enhances public realm; the demolition of the Windsor Castle public house can be fully justified in the light of substantial community benefits that arise from the development and quality of replacement buildings; the proposed development will have an acceptable impact on the setting of nearby conservation areas and listed buildings in longer views.

An aboricultural implication study has been submitted in support of the removal of trees in the conservation area which concludes that the trees to be removed are generally of limited prominence and amenity value and can be replaced within the locality by trees of greater dimensions and better potential.

Section 106 Agreement:

The applicants have submitted a draft Heads of Terms of a Section 106 Agreement, with their estimated monetary values at current day prices where appropriate, which together with subsequent discussions, would cover:-

1.	New Grant Road Station and the ticket office, escalators and lift within it (and works to Arches following entrance relocation and M&E and IT systems).	£10,096,000
2.	New St John's Hill Station, including all work to the Brighton Buildings, the adjoining structure and the ticket office, escalators and lifts within it (and Temporary Station, and M&E and IT systems).	£20,341,000
3.	Extension of the over bridge to the Grant Road Station.	£347,000
4.	Improvements to the stairs down to the platforms (where not funded by Access for All).	£3,642,000
5.	Brighton Yard - all work to create drop-off and taxi facility, including levelling, laying out, hard and soft landscaping, lighting etc.	£1,750,000
6.	Station cycle parking in Brighton Yard.	£40,780
7.	Station cycle parking in Grant Road.	£67,000
8.	Works in Grant Road to include the limited amount of hard and soft landscaping, creation of taxi/drop-off bays and the Grant Road crossing.	£1,657,000
9.	Other station; comprising real-time train indicators, alterations to signage, new tannoys and Platform 17 escape.	£1,632,000
10.	Dedication of land to Network Rail to enable Network Rail to straighten Platform 17.	Not calculated
11.	Green Travel Plan initiatives/incentives.	£55,600
12.	Commitment to provide car club spaces.	-
13.	Cycle spaces in public realm.	£27,000
14.	CCTV in the public realm.	£268,000

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15.	Commitment to "Considerate Contractors" scheme.	-
16.	An element of the Exemplar pavement works along St John's Hill and Falcon Road on the northern/eastern sides respectively, to include the raised crossing over to the Grand.	£1,100,000
17.	New bus stops and shelters.	£169,000
18.	New pedestrian crossing.	£45,000
19.	Commitment to electric vehicle charging.	£36,000
20.	Commitment to sustainability initiatives.	-
21.	Installation of Air Quality Monitoring Station, maintenance and monitoring.	£84,361
22.	Commit to all the highway works on St John's Hill, Falcon Road and Grant Road, as shown on drawings ref: 78671-OS-029-1, 2 and 3 Rev U.	-
23.	Commit to fund the traffic management orders required as a result of the development proposal.	-
24.	To prepare and implement a Local Employment Agreement, committing to use best endeavours to facilitate the employment opportunities being focused on those living within the Borough.	-
25.	Provide a shop unit (88-GF-06 or similar) for a 'Jobshop'/employment centre throughout the construction process and letting of the finished retail units (until 70% of the ground floor commercial space is let).	-
26.	Contribution towards running the Jobshop and/or funding outreach employment programmes.	£100,000
27.	Funding for directional/promotional signage to the rest of the town centre.	£25,000
28.	Land for bus interchange on Grant Road, as shown on plan reference: 78671-08-047.	Not calculated
29.	Funding to WBC for constructing the bus interchange and relocating the structural pillar.	£525,000

**Environmental Statement:** The applicants have submitted an Environmental Statement under the Town and Country Planning (Environmental Assessment) (England and Wales) Regulations 1999. The documents submitted comprise the Environmental Statement together with the technical appendices, figures, a non-technical summary and supporting documents. The Environmental Statement provides an overview of the existing environmental baseline conditions including the principal characteristics of the site and surroundings, a description of the development including the planning for construction, the requirement for an Environmental Assessment, and an assessment of the relevant policies for the site and the area, an assessment of alternatives. It then goes on to consider the broad environmental areas, taking into account the baseline conditions, the identification and evaluation of key effects, the evaluation of significance, scope for mitigation, the significance of residual effects following mitigation and monitoring. Additional information was also submitted in relation to certain sections of the Environmental Statement pursuant to Regulation 19 of the above Regulations when the amendments and further information in relation to the planning application were submitted in March 2009, and these are indicated where

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appropriate. The broad areas discussed in the Environmental Statement are summarised as follows:

- Heritage, Townscape and Visual Effects.
- Transport
- Microclimate: Wind
- Microclimate: Sunlight, Daylight, Overshadowing and Glare.
- Ground Conditions Assessment.
- Noise and Vibration.
- Air Quality.
- Telecommunications / Electromagnetic Interference.
- Socio-economic effects.
- Ecology.
- Archaeology.
- Sustainability.
- Residual Effects, Interrelationships and Cumulative Effects.

A summary of the Environmental Statement can be seen in Appendix 1. In conclusion, the applicants Environmental Statement has been assessed by officers to ensure it meets the EIA Regulations 1999 and whether it contains sufficient information to determine whether or not planning permission should be granted, and the planning conditions/obligations that need to be attached to the permission. Further information has been requested where considered necessary and consulted upon.

The Environmental Statement including the further information is considered to meet the EIA Regulations and provide satisfactory levels of information in order for a proper assessment to have been undertaken of the environmental effects of the development proposals. The details in the ES are considered to be sufficiently comprehensive to provide a robust EIA and allow for a comprehensive assessment of the environmental impacts of the proposed development.

CONSULTATION: (A, B and C) Site and press notices. 9000 Newsletters

626 objections (including 219 with no full address):

Towers and Design: Two towers are of no architectural merit; tower blocks are a total eyesore; forty-two-storey buildings are out of place in this area; towers are far too high; overwhelming in size and scale and would look isolated in surrounding area and totally out of proportion; blocks would dominate, disfigure and transform the existing relatively low rise and architecturally cohesive locality of Clapham junction; out of place within low rise Victorian area; proposed blocks two and a half times taller than tallest high rise blocks on Winstanley Estate; towers would be more suited to city centre location than suburban one; towers will take away from 'village feeling' of

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Clapham Junction and change character of the neighbourhood; would make area lose its community feel; out of character with area and detrimental to conservation area; would constitute permanent, inescapable and terrible eyesore; learn from mistakes in urban housing made in 60's and 70's; towers are backward-looking failed experiment from the 60s; the layout and siting, both in itself and relation to adjoining buildings, spaces and views, is inappropriate and unsympathetic to the appearance and character of the local environment; buildings should be no higher than eight or ten-storeys; constructions should be no more than 6 floors and complement existing architecture; no development more than three-storeys; would cast shadows on neighbouring properties; will affect neighbours privacy; buildings will deprive local residents of light and cast an electrical shadow; already vast number of people pass through the station each day which creates congestion and overcrowding, two huge tower blocks only add to this; overdevelopment of the local area, exceeding reasonable population density standards for a good quality of life within central London; 556 units too dense for the area; there would be an inevitable increase in traffic and demand for parking; inadequate parking spaces for 556 new households; development will put strain on amenities of local area; concerns about impact on already over stretched facilities such as schools/hospitals/leisure centres/nurseries; no consideration for provision of local schools and hospitals; residents of towers will need to keep windows closed at all times to avoid insufferable noise; the towers will have little communal space where any kind of human interaction could take place; any development should be mixed use and include community facilities; lack of social housing provision; vital that all new developments include relevant provision, do not accept that development will foot the modest costs of the station entrance in lieu of affordable housing; overprovision of 1 and 2 bed flats and lack of family housing; proposed small non-family units will concentrate 1000 more people in already congested area; redevelopment must put needs of local community and businesses together with those travelling through and to Clapham junction first and potential for short term gain by developer must be accorded lower priority; destruction and rebuilding of the rest of the site is nothing more than cynical exercise in money-making; appears only way council can see improvement in station is by giving planning permission to developers who say they need towers to pay for the station; architecture out of keeping with Victorian architecture and conservation area; does not provide complementary/ modern contrast; redevelopment should be sympathetic to existing buildings, architecture and nature and conservation areas; object to design of new grant road entrance which is not aesthetically pleasing and looks like a rectangular box; glass structure appears to be cheap to install but expensive to maintain; development should become a benchmark by which other buildings are measured in years to come; should be carbon neutral or generate excess electricity; buildings should be ecologically sustainable; new precinct behind the falcon pub would remain isolated from the rest of wider Clapham Junction area; far from creating a sense of place or a high quality public realm space would turn into wind-blown, rubbish strewn enclave replete with empty shops and seedy characters; labyrinthine design is not targeted at improving access to or ease of use of the station; much loved venues such as falcon pub disappear under development;

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plans will detract from safety and ambiance of the area; short term solution for long term building with no architectural merit; further bars and loud music venues will further increase levels of drunkenness and violence which currently blight the area; development will undoubtedly cause increased crime in the area; removal of trees/demolition within conservation area is deplorable; demolition in a conservation area and removal of street trees would have major negative impact on remaining buildings and character of the street; object to loss of Windsor castle pub.

Traffic, Transport and Infrastructure: station congested as it is and transport links greatly strained; congestion would not be solved; traffic benefits of modernisation taken away by increased numbers; inadequate thought to provision for expansion of, and need to integrate, different forms of public transport; regeneration unnecessary, Network Rail already has plans/funding to expand passenger capacity at Clapham junction and create new station entrance; towers not necessary, Network Rails strategic plans for the station earmarks funds for provision of new entrance, additional passage capacity and improve access; extension of East London line by 2012 requires it; network rails cooperation with developer is motivated by money; station requires swift, clean and safe access to and from station, must be responsibility of Network Rail who are already working on this and must work harder to get funds from other sources; government will be funding access for all improvements, why do developers keep quoting this; Station needs to be improved but should be paid for by Network Rail and SW Trains not funded by property developers; network rail says scheme will not answer all of current over-crowding problems and future development will be required; would rather station stayed in current state until plans are put forward to develop it for its proper purpose as a station and major transport hub; major obstacle is volume of foot traffic in and out of station; current tunnel leading to platforms is unbearable; need widening of area where tickets are bought and enlarging of access area to platforms; appears to remove tunnel which would make pedestrian movements far worse; inadequate development of the station for rail passengers; little provision for passenger interchange from buses to trains; not sufficient drop off points for car passengers; any development requires consideration of a bus interchange to trains rather than bus stops being scattered round the area; Vauxhall sized bus interchange is required; cycle stands should be increased in volume and well-designed; Clapham Junction is one of busiest in country and public transport accessibility is high therefore seems incongruous that such high parking provision has been suggested; parking is overprovided.

Station access: removal of existing entrance and underpass is short-sighted; existing entrances and access should be retained and upgraded as well as new ones being built; moving entrance to Clapham junction further up St. John's Hill is detrimental to all residents and businesses; new entrance would increase walking distance to station for many; station access will be moved further from main crossroads with St Johns Road; inconvenient new access up the hill; few will benefit from existing entrance closing; access should be central and not rely on a footbridge; no plans to redevelop already over-crowded underpass; should move to three station entrances rather than two as station capacity will grow.

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Retail and Office (land use): new retail developments should primarily meet needs of station's passengers rather than compete with existing stores in town centre and independent traders on Northcote Road; do not require any more shops; create competition for existing units on St. John's Road; damaging to existing businesses; shops must be useful to the local community; do not need any more chain clothing shops, bookshops or coffee shops; shopping area is banal and could easily be mistaken for any number of other destinations; increasing retail would only increase number of people coming to the area; no call for pedestrianised shopping centre next to station there is no shortage of shopping opportunities or premises in Clapham Junction; loss of existing offices; no new local office provision; removing PCS workforce from this location will undermine local businesses to considerable extent; proposal fails to address suggestion that redevelopment should provide substantial residential and employment content.

Noise/disturbance during construction: concerns about length of construction time and impact on local residents in terms of noise and traffic etc; construction stage will lead to disruption in already congested area; during proposed 3 year duration of works whole area will be blighted by construction, noise, dust, lorries etc.

Other: not enough neighbour notification; views of residents must be properly sought; inadequate consideration of and consultation with local residents and businesses; short public display by developers was inadequate; consultation earlier this year was in cynical and mendacious fashion; there is so much information on website that plan has become effectively inaccessible and details might easily be hidden; must reject application and extend consultation period; council should extend consultation, provide scale models at station and conduct door to door surveys; should inform residents in wider area around Clapham junction of the proposal; planning gain is a cynical gambit; concerned about security risk of towers being built on top of one of busiest railway junctions in Europe and under one of busiest flight paths in the world; can proposed development service such an increased demand for water and associated disposal of waste water; in current market developing enormous amount of residential accommodation of the type that has faced the largest proportionate fall in prices seems unnecessary and possibly irresponsible; concerns about impact on housing market;

67 support letters (including 6 with no full address):

126 cards in support of the application from 'I'm backing a New Heart For Battersea' some with no full address;

34 cards in support of the application from a consultation leaflet sent out by PR Company on behalf of applicants;

156 emails in support of the application sent via a link from the applicant's website none with a full address and some with an inaccurate postcode.

Towers and Design: like idea of new towers at Clapham Junction; welcome improvement to the area; favour the proposal and have no problem with height of the proposed towers; residential blocks are a 'brave' statement for the area and should not be watered down; towers form an appropriate landmark for centre such as this

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although should be put in context of a landmark and not precedent for other towers; making barrier between north and south of railway less overwhelming; proposals are marked improvement to streetscape; pedestrianised area should provide more functional station; refurbishing arches facing Grant Road will make it more welcoming environment; changes to north of site great improvement; preservation of Falcon public house is laudable; cinema foyer opening off Falcon Road will help increase security and natural surveillance of the site; better use of public rights of way; proposals will help regenerate town centre and transform station to meet requirements of current and future generations; more modern and welcoming retail space; opportunity to boost local economy; will help Clapham Junction remain a destination in face of competition; shopping street and café's will modernise and brighten the area; look forward to cinema, medical and fitness centre; benefits of improving access to the station, plus shopping facilities and job creation etc all outweigh disadvantages.

Traffic, Transport and Infrastructure: approve of regeneration of Clapham junction station; station improvements long overdue and required; although may belong to Network Rail, those who suffer are Wandsworth residents and cannot wait for Network Rail to sort it out; revamping station is critical, given current facilities are insufficient for volume of users; fundamental and essential boost to infrastructure of the area; improving and reducing dangerous aspects of current traffic circulation; vastly improved transport interchange facility in Brighton yard; proposals will result in a cleaner, safer and more aesthetically pleasing place to travel.

Other responses: 1 petition with 24 signatures raising comments: secure ease of access to the station; maintain secure access between 11pm and 5am; station infrastructure and facilities upgraded to ease overcrowding; how can impact of tree removal be offset; management of increased traffic on local roads; resultant rise in noise and traffic pollution during building work; restriction of sunlight and increase in shadows caused by tower blocks; appropriateness of height and appearance of tower blocks; dazzling effect on sunlight reflected by metallic finish; work undertaken to refurbish falcon road railway tunnel;

RECONSULTATION: Site and press notices, adjoining neighbours and all respondents consulted on amended plans.

51 further objections (2 with no full address) raising the same issues as previously outlined. Additional comments: overshadowing study shows no picture for hours of afternoon, needs to be added to study; minimal changes to the scheme and towers still remain; practicability of proposed station improvements; parking provision reduced; still no affordable housing;

1 further response in support.

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Jane Ellison (Conservative Parliamentary Spokesman for Battersea): (Comments on revised scheme): Cannot support current proposals; whilst near-universal support for the objective of improving Clapham Junction station the overwhelming number of people feel the negative aspects of the current application outweigh benefits; many fundamental issues of station access, capacity and interchange still inadequately addressed; cannot agree the forty-two-storey towers are a 'price work paying' for station improvements; scale height and density of proposed towers are overwhelming and inappropriate for this location; proposed towers would be overbearing and incongruous in local context and do not enhance townscape; area needs more high quality office space and in Clapham Junction station site there is golden opportunity to create attractive and sustainable business environment to contribute to local economy; proposed additional retail offers nothing like the same opportunity;

Cllr Dawson: (Comments on revised scheme): Objects to proposal; scale, height and density of 42-storey tower blocks are overwhelming and inappropriate to location; not mitigated by design of towers which is overbearing in appearance and out of character; harmful impact on Victorian Edwardian terraces to south, east and west; little relationship between current proposals and surrounding area; development of this nature will be at expense of areas character; loss of current office space and lack of new office accommodation will impact on commercial day-time economy of Clapham Junction Town Centre; fails to capitalise on excellent rail connections into and out of London which will be improved by East London Line extension; loss of office based employment puts at risk the valued local shopping parades of Lavender Hill, St. John's Hill, St. John's Road and Northcote Road; proposals to ameliorate interface between rail network and bus network are inadequate, only partially address major problems; proposals in relation to station itself are unsatisfactory and partial; though two new entrances proposed these provide access to ageing footbridge which is not proposed to upgrade and no through access is provided; concerned about timing of works as MSF has not acquired key parts of the site and does not expect to start work for 3 years; if scheme approved Network Rail and other agencies are unlikely to give further thought to alternative ways of funding much needed improvements at the station; improvements desperately required at Clapham Junction Station but this application only partially addresses problems at the station while impact of overall scale and type of proposed development on surrounding residential and local shopping areas is unacceptable;

Cllr Walden: Proposals in relation to station and interchange arrangements are unsatisfactory; new station entrances provide access to ageing footbridge which it is not proposed to upgrade or improve; many steps from this bridge are steep and narrow and facilities at platform level are poor; closure of subway as means of access is unnecessary and unhelpful for station users; all that is required is reduction in use of subway which can be achieved by Brighten Yard reopening together with some form of access directly from St John's Hill to footbridge; more fundamental approach to solving Clapham Junction Station's shortcomings is needed; Rail improvements do

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not appear to depend on this proposal; proposed development while welcome as potentially offering contribution to Network Rail's costs of delivering lengthening of trans on south London suburban network is not an essential requirement for that project to take place; Network Rail says that a Transport and Works Act acquisition would be used to obtain land needed for lengthening of platforms; agree pressing need for improvements to Clapham Junction station this proposal only partially addresses need for those improvements whereas impact of overall scale and type of proposed development on surrounding residential and local shopping areas is unacceptable;

Martin Linton MP for Battersea. (Comments on revised scheme): Objects; detrimental effect on listed Falcon P.H., tall buildings out of context with human scale of surroundings, lack of affordable housing, benefits of station improvements to local people is modest, many will have to walk further, loss of office employment, local people are overwhelmingly against the application.

The organisations required to be consulted in relation to the planning application and the EIA, including the Mayor of London, and various community and interest groups produced the following responses.

Mayor of London: (Comments on original scheme) the principle of a mixed-use development, and the level of retail provision, is considered acceptable in planning terms. The loss of office provision on the site is acceptable, subject to the financial assessment confirming it is not commercially viable. No affordable housing is provided, but applicant has worked closely with Network Rail to deliver improvements to the station, a policy context exists where in exceptional circumstances an applicant can provide a planning contribution to transport improvements instead of affordable housing. The need for improvements at Clapham Junction is recognised and the principle of transport improvements taking priority over affordable housing on this site is accepted subject to financial viability assessment. The density and proposed housing mix is acceptable. 10% of homes would be wheelchair accessible and all would meet lifetime homes, which should be conditioned. The proposal should include 550sq.m of children's play area on site, further information about this is required. The overall design rationale is sound and the resultant design is of a high quality. The towers have been positioned on the site so as to have minimum impact on locally important views and views of listed buildings and do not feature in any strategic views. Whilst towers appear in views from conservation areas and in the setting of listed buildings they are not considered to harm these views. Whilst towers would be visible in longer views their positioning and design quality ensures they do not overwhelm the surrounding townscape but are accommodated within it. The design of the towers adds positively to the skyline and would be attractive city elements. Façade detailing of the proposed buildings which encloses the Falcon public house are considered necessary, the current proposal lacks architectural detailing. Insufficient information is provided with regards to accessibility and inclusive design to allow appropriate assessment. Sustainable design

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and construction is broadly in line with relevant standards and policies but further consideration should be given to electric charging, green walls/roofs and incorporation of SUDS. The use of energy efficient design measures has been maximised and measure proposed for residential and retail elements should be secured by the council. Applicant should demonstrate how infrastructure and plant within this development will be planned and installed to support future connection. Principle of proposed heating/cooling plants is supported but further details required regarding location and size of energy centre and cooling strategy of the scheme. Further information required as to how the biomass and CHP will work in tandem. Development should include provision of PV. Further information required regarding the biomass boiler. The final agreed renewable energy strategy should be secured through condition/106 agreement: The LDA welcomes the regeneration of this important transport hub. Support proposed improvements and associated mixed-use residential-led development. LDA raises concerns regarding the loss of 6,050sq.m. of office floorspace but reiterates comments from GLA regarding financial viability assessment and applicants statement that office provision is not commercially viable. The Council should be satisfied that here will not be an overall deficiency in community facilities and should there be a need request financial contribution as part of 106 negotiations. Should seek to ensure local residents and businesses benefit from jobs created by this proposal. Recommends that a training and employment strategy is produced.

TfL: (Comments on revised scheme): welcomes further details of the proposed enhancements to Clapham Junction rail station that will be delivered by this scheme. The opening of new entrances off the overbridge would result in significant congestion relief and welcomes the improvements to passenger facilities. Understand that redevelopment is key to delivering these improvements as no additional funding for the station would be available through the rail industry funding mechanisms until the next five-year control period (2014-19) at the earliest. It should be noted that the commitment from Network Rail is for platform lengthening to accommodate 10 cars not 12 cars.

TfL welcomes any improvements to bus stop arrangements that provide operational and passenger benefits. The amended proposals appear to be acceptable in principle but as stated in the stage 1 report, all detailed designs for both temporary and permanent bus stops and associated facilities will need to be in accordance with guidance and agreed with TfL and Wandsworth Council prior to implementation. All changes to bus arrangements linked to the development, whether temporary or permanent will need to be fully funded by the applicant. TfL welcomes assurances on these points.

TfL welcomes the proposed transfer of Network Rail owned land at Grant Road to enable aspirations for additional bus standing to be delivered. It is stated that the bus stand proposals do not currently form part of the application, which is accepted.

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However, TfL would expect the design and implementation of improved bus stand facilities to be fully funded by the applicant. It should be noted that TfL does not intend to create a significant passenger facility on the land transferred from Network Rail although there may be scope for a more limited improvement in passenger facilities at this location subject to further feasibility and design work. It is envisaged that proposals for bus standing would be taken forward by TfL London Buses as a separate application but full funding would need to be provided as part of the section 106 agreement, alongside the land transfer. The Infrastructure Development section of TfL London Buses would take forward the detailed design process for the stand in consultation with Wandsworth Council, Network Rail and the applicant. TfL does not wish to see any off highway bus passenger facility but welcomes any potential improvement to existing on highway bus facilities. As stated above the land at Grant Road would be used primarily for bus standing space rather than passenger interchange.

TfL notes the restricted access arrangements to Brighton Yard. Again assurances about consultation with TfL are welcomed. TfL welcomes any reduction in car parking although the removal of 9 spaces is negligible and TfL would urge the applicant to consider a further reduction. The increase in the number of wider disabled spaces to comprise 1 space per 10 units is supported. The provision of electric charging points in 23 residential bays and the provision of a dedicated electric charging space are also welcomed. TfL is pleased to note that all car club spaces will be made available to the general public as well as occupiers. Public access should be secured through the section 106 agreement. TfL welcomes submission of the revised access, servicing and car parking management plan. TfL would reiterate the need for residential car parking to be managed as a shared resource rather than being allocated or sold with individual dwellings. This will need to be secured as part of the section 106 agreement alongside the travel plan.

TfL welcomes the increased provision of cycle parking for visitors at street level and the additional provision for staff. Although it still meets minimum guidelines, the reduction in station related cycle parking is regrettable. The identification of land suitable for a cycle station is welcomed but this should not be at the expense of existing cycle parking. On drawing no. 78671/OS/029/3 the area marked as 'Area for potential conversion to TfL cycle hire facility' appears to be allocated as station related cycle parking. TfL understands that the station related cycle parking could be relocated within the site when the cycle station is developed but the location will need to be confirmed in advance and secured through the section 106 agreement.

TfL welcomes the greater level of detail provided in the resubmitted Travel Plan. TfL welcomes the additional information in the revised access, servicing and car park management plan and the commitment to submit a delivery and servicing plan. TfL welcomes the commitment to submit a construction logistics plan. TfL welcomes the additional information which provides a cost breakdown of transport improvements.

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The contribution towards the Clapham Junction Town Centre Exemplar Scheme is also supported.

The agreement to provide additional detail on facilities to be provided as part of the temporary station building is welcomed. As stated this will need to be secured by condition which refers to approval for these works from both TfL and Wandsworth Council. The intention to widen footways during construction works is welcomed as is the confirmation that the pavement width would be sufficient to accommodate anticipated pedestrian flows.

Subject to agreement on funding for the bus standing facility, the inclusion of modal shift targets in the travel plan and clarification regarding an alternative location for station related cycle parking displaced by the cycle hire station, the information supplied meets TfL's concerns as set out in the stage 1 report.

Government Office for London: No response.

Environment Agency: (Comments on revised scheme) do not object to the imposition of conditions that the development is implemented in accordance with the Flood Risk Assessment and that further details of the sustainable drainage system be considered.

English Heritage: (Comments on original scheme) do not consider any archaeological fieldwork need be undertaken prior to determination of the application but that the archaeological position should be reserved by condition. EH has no objection to the principle of redevelopment on this site; re-use of the Brighton Buildings would enhance the conservation area. St. John's Hill elevation introduces new architecture in a contextual manner. Public realm improvements are significant and have potential to enhance the heart of the conservation area. Nevertheless have serious concerns about the impact of the proposals upon the area's historic environment. The proposals would harm the character and appearance of the Clapham Junction Conservation Area. The proposed tall buildings bear no relation to their context and the prevailing character of the conservation area. Proposals would harm the setting and views of nearby listed buildings. Proposals do not comply with the SoS guidance and planning act 1990 which impose a duty to consider the impact of proposals on historic buildings and conservation areas. EH advise that planning permission should be refused unless the serious harm to the historic environment is outweighed by other planning considerations.

CABE: (Comments on original scheme) welcome the thought given to how scheme might link to redevelopment on opposite side of Falcon Road but there should be further consideration of the role of the scheme in the wider context. Welcome substantial investment in railway station and area around it, particularly relocated entrance, upgraded bridge connection and creation of new entrance and lift at north end of bridge. Note that improvements designed with predicted passenger movements

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up to 2026 in mind. Station entrance underplayed architecturally. Delivery of the proposed square between the Grand and station could address this in townscape terms. Concerns about 'wave' form of the station roof, complexity of which could make it difficult to deliver. Suitable site for development of considerable density providing quality of design is high. A case could be made for tall buildings in this location but concerns about towers as currently proposed. Towers of height proposed could be justified but not convinced by rational for two towers of equal height. Not locating a tower above station entrance seems a missed opportunity. Not convinced about current proposals where towers meet the podium and the street. The abrupt termination of the towers about the ground leaves exposed soffits highly visible and is an inelegant solution which confuses the reading of the buildings at street level. Complex series of junctions and edges made worse by carrying only central slices down to first floor level will pose difficult challenge at detailed design and construction stages. Planning and expression of the towers inadequately resolved. The distorted form of the towers will appear ungainly in medium and long-range views. Expanding and retracting profiles and leaning stance give them an inelegant silhouette exacerbated by extruded central 'slices' which emerge to form the tops of the buildings. Stainless steel more common association with office buildings and careful judgement needed as to the extent of its use to produce an architectural expression which is clearly residential. Concerned that complex shapes and angles created set up challenge in detailing of the towers and unless executed skilfully risk is that the impact of this material will be significantly diminished. Ask design team to re-evaluate choice of materials with these concerns in mind. Suggest towers could be more different in appearance albeit still recognisably part of a family. Relationship of island block to St. John's Hill and Falcon pub appears forced. Building is confused as a typology and lacks legibility. Question logic of the route from St. John's Hill to retail mall to the north. Acknowledge attempts to reproduce varied parapet line of St. John's Hill and reflect quality of the Falcon pub, however, this sits uncomfortably with overhanging brass-clad roof when viewed from St. John's Hill. Urge design team to use better judgement in approach to architectural expression of these buildings to create calmer, more cohesive forms that respond more effectively in urban design and townscape terms to their surroundings. Another staircase would be desirable in the middle of the first floor walkway as well as at the end to ensure ease of access to upper level. A scheme of this size and significant should set exemplary standards on environmental design and energy efficiency. See a clear gain in integrated approach to sustainability, and ambitious targets against Ecohomes achieved. Welcome community energy network using CCHP. Welcome improvements this project would make to the station and public realm but less convinced that this proposal will provide a fitting landmark for Clapham Junction. Tall buildings should be of excellent quality and concerned this standard has yet to be met. Unable to offer support of the scheme in its current form.

CABE: (comments on revised application) Welcome the thought given to how scheme might link to redevelopment on opposite side of Falcon Road but there should be

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further consideration of the role of the scheme in the wider context. Welcome substantial investment in railway station and area around it, particularly relocated entrance, upgraded bridge connection and creation of new entrance and lift at north end of bridge. Note that improvements designed with predicted passenger movements up to 2026 in mind. Station entrance underplayed architecturally. Delivery of the proposed square between the Grand and station could address this in townscape terms and is strongly supported. Concerns about 'wave' form of the station roof, complexity of which could make it difficult to deliver. Suitable site for development of considerable density providing quality of design is high. A case could be made for tall buildings in this location but concerns about towers as currently proposed. Towers of height proposed could be justified but not convinced by rational for two towers of equal height. Not locating a tower above station entrance seems a missed opportunity. Not convinced about current proposals where towers meet the podium and the street. The abrupt termination of the towers about the ground leaves exposed soffits highly visible and is an inelegant solution which confuses the reading of the buildings at street level. Complex series of junctions and edges made worse by carrying only central slices down to first floor level will pose difficult challenge at detailed design and construction stages. Planning and expression of the towers inadequately resolved. Acknowledge the idea behind the 'bent knee' analogy, but translates poorly as an architectural concept. The distorted form of the towers will appear ungainly in medium and long range views. Expanding and retracting profiles and leaning stance give them an inelegant silhouette exacerbated by extruded central 'slices' which emerge to form the tops of the buildings. Stainless steel more common association with office buildings and careful judgement needed as to the extent of its use to produce an architectural expression which is clearly residential. Concerned that complex shapes and angles created set up challenge in detailing of the towers and unless executed skilfully risk is that the impact of this material will be significantly diminished. Ask design team to re-evaluate choice of materials with these concerns in mind. Considerable way to go before CABE/EH guidance on tall buildings is met. Relationship of island block to St John's Hill and Falcon pub appears forced. Building is confused as a typology and lacks legibility. Question logic of the route from St. John's Hill to retail mall to the north. Acknowledge attempts to reproduce varied parapet line of St. John's Hill and reflect quality of the Falcon pub, however, this sits uncomfortably with overhanging brass-clad roof when viewed from St. John's Hill. Folding masonry panels add unnecessary complexity to this elevation. Urge design team to use better judgement in approach to architectural expression of these buildings to create calmer, more cohesive forms that respond more effectively in urban design and townscape terms to their surroundings. Another staircase desirable in the middle of the first floor walkway as well as at the end to ensure ease of access to upper level. A scheme of this size and significance should set exemplary standards on environmental design and energy efficiency. See a clear and integrated approach to sustainability, and ambitious targets against Ecohomes achieved. Welcome community energy network using CCHP. Welcome improvements this project would make to the station and public realm but less convinced that this proposal will provide

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a fitting landmark for Clapham Junction. Tall buildings should be of excellent quality and concerned this standard has yet to be met and further work is needed to test economic sustainability in the long term and high quality environment. Unable to offer support of the scheme in its current form.

Natural England: (comments on revised scheme) No formal objection to proposal or the revisions. Proposal does not affect any priority interest areas for Natural England in respect of conservation of biodiversity, geology or landscape issues within Greater London. 'car club' as part of development together with an Environmental Management Plan and Method Statement for consideration in respect of bats and birds is to be welcomed and supported.

The Royal Borough of Kensington and Chelsea: (Comments on original scheme) No Objection.

City of Westminster: No response.

London Borough of Hammersmith and Fulham: (Comments on original scheme) No Objection.

London Borough of Lambeth: (Comments on original scheme) No Objection

Network Rail: (Comments on original scheme) Strongly supports the application. Clapham Junction is set to benefit from a number of separate but related improvement schemes over the coming years, however, the biggest improvements would come through the Metro Shopping Fund Scheme. New entrances, ticket hall and related works will meet longer term passenger growth projections and would not otherwise be delivered. Offer benefits greater than the rail industry would be in a position to provide in isolation. The work will address problems relating to stepping distance between platform and train at 15-17 but can only happen with acquisition of land that would come through Metro Shopping fund scheme. No guarantees that it would be possible to acquire the necessary land and deliver the platform work without Metro Shopping Fund proposals.

Further information provided in NR letter of 30th January. In the absence of funding from other sources and in line with its Government approved business practice of partnering with private sector developers to deliver refurbished stations. The Station improvements have been designed to provide adequate passenger capacity at the Station, taking into account future passenger growth and supporting all known further improvement projects, at least until 2026. The scheme as designed meets all the key stakeholders requirements

A contribution that Network Rail are contributing land, which is being included as part of this comprehensive proposal including the Brighton Buildings, Brighton Yard

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and the release of the existing St. John.s Hill Station entrance in the shopping centre.

The Network Rail Strategic Business Plan Control Period 4 (CP4) published in October 2007 included reference to the entrance proposals and line straightening proposed in this application, confirming that 'private-partner' investors would be investigated at Clapham Junction station and confirmed that Clapham Junction station was a candidate station for the National Stations Improvement Programme (NSIP).

The South London RUS (March 2008) made the relevant recommendations for Clapham Junction. A bid was made to the ORR in April 2008, for £56m for station capacity improvements and platform lengthening, was in part rejected. In its response, the ORR made an allowance within the overall funding for CP4 for the platform lengthening proposals for the Sussex Platforms at Clapham Junction, with a commitment for £20m, without contingency, albeit that the final agreement on the funding levels for CP4 is not yet endorsed by all parties. There is no unwillingness from Network rail to make a commitment in this respect. Further platform straightening/lengthening project will be fully developed and implemented once we have agreed funding in place, provided that we have Metro's land adjacent to Platform 17. This realignment can either run concurrently or can follow Metro's construction but it cannot precede it as the land we will require currently gives access to other occupiers whose interests would need to be acquired by Metro, which will only happen if planning permission is granted.

The ORR Periodic Review 2008', also stated that: "We do not accept the case for increased funding for Clapham Junction. Some of the proposed works are part of a wider development intended to be funded by a developer; others would more properly be funded through renewals."

The National Stations Improvement Programme (NSIP) has currently allocated £2m to Clapham Junction station better customer information at platform level, improved waiting facilities at platform level, additional stair access from the footbridge, and subway improvements. This amount of funding is not sufficient to achieve major improvements on its own, but could usefully build upon the Metro scheme.

The Access for All scheme (AfA) is a special priority scheme to enable Clapham Junction station to comply with the Disability Discrimination Act costing around £12m and due for completion in September 2009. It will provide step free access to all platforms and is separately funded by DfT as part of the national programme and is separate and additional to the Metro proposals. A number of alternative options were considered to provide step free access to platform level including providing lifts from the subway, but discarded as not feasible on both cost and practicality grounds, introducing disabled access to the subway would only compound the existing congestion problems and the optimal solution was to use the footbridge as the main entrance to the Station with the subway for interchange and emergency access only.

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As part of the current Access For All works an entrance will be created within Brighton Buildings providing basic facilities and will be accessed from the existing

Brighton Yard vehicle entrance. It will provide the only way into the Station for passengers in wheelchairs and an improved access for those with reduced mobility. It is only an interim entrance with the primary purpose of achieving DDA compliance and is not designed to solve or due to its limited size, capable of solving any of the present capacity issues or future growth. The new Brighton Buildings entrance as proposed in the planning application will replace this interim entrance.

The next opportunity to seek funding for the much-needed improvements will now be in Control Period 5, which does not commence until 2014. With the limited funds that are available to the railway industry, there is no guarantee that Clapham Junction Station will be any more successful next time round. We therefore need the Metro scheme to deliver the major improvements to the Station that our customers, passengers and the public need and deserve.'

Southern Railways: (Comments on original scheme) support the proposed redevelopment of the station. The proposed improvements will help enhance passenger experience at station as well as facilitate longer-term solutions for passenger growth and longer platforms. Use of overbridge instead of subway as main thoroughfare should help improve passenger circulation and congestion. Particular importance is realignment of platform 17, which currently causes ongoing safety and passenger concerns.

South West Trains: (Comments on revised scheme) fully support scheme; overall project will benefit station and dramatically improve passengers experience; scheme addresses constraints of passenger congestion and provides marked improvements to transport interchange opportunities; paves the way for further improvements which would not be possible without this scheme;

West London Line Group: (Comments on original scheme) supports new investment in redeveloping this important interchange but have some concerns; object as proposals would appear to preclude or restrict ability to straighten and lengthen Platform 17, would like to see at least space for lengthening and straightening this platform; in addition space should be safeguarded for Platform 16 to be lengthened and straightened; ask that accesses to all platforms be improved so they can properly accommodate large and increasing passenger loadings; no indication as to whether entering/existing/interchanging passengers are expected/will be able to use all accesses; even if all retained concerned about current size and rate of growth of flows due to trains terminating and re-starting on this one platform additional strain on all accesses in light of new train service arrangements; outdoor, uncovered positioning and number of steps, levels and turns of the proposed staircase; lack of any ramp to aid those with luggage/buggies/restricted mobility; repositioning of station furniture

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on stairs of access passage that may restrict movement at key points; must be enough provision throughout the station for safe movement of the growing number of passengers; application provides opportunity for council to persuade rail industry to restore through services between West London Line and Gatwick Airport; northward extension of South West London Line and other opening of other stations/various developments in the pipeline will increase volumes of passengers, would like to ensure full allowance is made for present and future level of demand on West London Line; urge Council to ensure lifts and other accesses to platforms will be sufficient to accommodate growing numbers of passengers; would ask that step height between platforms and trains is reduced to zero.

Thames Water: (Comments on original scheme) object to the application; proposed scale of development may present risk of flooding on-site and/or off-site if surface water runoff is not effectively managed in a sustainable manner; applicant should submit revised FRA which meets requirements of PPS25; proposed surface water drainage scheme would be unsustainable and not in accordance with requirements of the London Plan; require minimum reduction of at least 50% in surface water runoff leaving the developed site when compared to the existing scenario, this should include 30% increase in rainfall intensities to take account for climate change; no objections to development in terms of residual risk from break or overtopping of the defences as majority of site falls within Flood Zone 1; drainage should be designed to meet requirements of the London Plan.

Wandsworth Cycling Campaign: (Comments on original scheme) aspects of the proposals represent an improvement over the existing station. The wide pedestrian crossing into St John's Hill station and setting back of buildings is welcome as are lifts between overhead bridge and platforms and straightening of platforms. Cycle parking is a key element of any development that seeks to minimise its environmental impact. Do not think this provision will be sufficient in short term and will not accommodate planned increases in cycle usage. Improvements at the station should take every opportunity to encourage rail users, as well as shoppers and other users of the complex to arrive by bicycle. At least 500 spaces should be provided immediately with provision for expansion. Suggest well designed double height parking, further parking within the basement, covered parking in Brighton Yard, redesign of St John's Hill to encompass central –median cycle parking. Suggest security at Grant Road provided by existence of a cycle shop with storage, hire and workshop/servicing facilities. Number of racks at Grant Road insufficient. Entrance to cycle parking in Brighton Yard problematic. Wheeling ramps could be shown on stairs; lifts should accommodate larger non-standard cycles.

CAA: (comments on revised scheme) advised of further consultees. Development might have potential to impact upon aviation activities. Potential need for aviation obstruction lighting.

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BAA: (comments on revised scheme) development does not conflict with aerodrome safeguarding criteria. No objection (previous letter still stands).

London Heliport: object to proposal; proposed development may be classified as an 'en-route' obstacle because it lies close to a designated 'direct-track' routing for helicopters travelling directly to the Heliport from Banstead reporting point due south; whilst not above the threshold of 150m the location of the structure places it within the Heliport Air Traffic Zone and therefore the Heliport may view the structure as a hazard and impediment to the free-flow of aircraft along the route into and out of the Heliport; could cause problems in poor weather conditions when helicopters need to fly lower; London Heliport is only commercial CAA licensed Heliport in London and is a vital element in London's transport provision; vital that no development take place which will compromise this position;

Clapham Junction Town Centre Partnership Board: support application on grounds that it will improve area, add to economic success of town centre and serve needs of the community. Delighted area will benefit from private sector led regeneration. Need for regeneration and improvement has been recognised as major issue in town centre especially stations facilities being inadequate particularly regarding disabled access. Creation of large additional shops might take pressure off areas like Northcote road. Clapham Junction is a busy station and because of central location popular meeting point for people planning a night out. Local restaurants and bars benefit from this and will continue to do so. The redevelopment of the station entrance upper St John's Hill will become better integrated with rest of the town centre. Added facilities planned will improve footfall in the area. Improved facilities for taxis, cycle parking etc will make station more effective as transport interchange.

WCAAC: (Comments on original scheme) object to height, bulk and design of towers that would dominate surrounding conservation area and be harmful when viewed from other conservation areas. St John's Hill frontage buildings are bland and those on falcon road too divers in style and overall are of insufficient quality and would not relate well to existing buildings in conservation area. Welcome design of new station entrances and improvements and re-use of Brighton Buildings and considers that the 'snake' building and new pedestrian route are acceptable solutions.

PCT: (Comments on original scheme) given scale of development and addition of around 1000 residents could be an impact on PCT's capacity plans for Healthcare Centre at Grant Road. Have requested a contribution of £ 3,157,363 for this site from the developers Section 106 package for their proposed new health care centre on Grant Road (comprising £2,580,743 revenue as a contribution to running cost, and £576,620 capital to contribute to providing the physical space), with costings calculated using the HUDU model. Would like to see access through the station for residents to get to Grant Road Healthcare Centre.

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Wandsworth Society: (Comments on original scheme) residential towers of forty-two-storeys are inappropriate at CJ. No precedent for buildings of this height in SW London or anywhere in the capital apart from City and Docklands. Do not believe one off towers of unprecedented height can be justified on planning grounds under current Council policy. Towers would be widely visible from within Borough and many parts of north and south London. Towers would dominate area to exclusion of any other local buildings old or new. Will be massive and unattractive interruption to the local skyline and entirely disproportionate. Human scale is needed in the area not two 450ft towers. Do not believe towers can be justified by their contribution to Borough's housing needs as target comfortably exceeded since 2002/2003 and other new developments contributing to housing targets. Affordable housing is not provided in application. Neither the scale nor costs of railway works which developers have agreed to carry out justify omission. Believe a proportion of affordable homes should be provided in line with London Plan Policy, mitigated only by costs of railway works provided independent of the development. Disappointed that little green landscaping provided at ground level. Do not consider access arrangements to ticket area and bridge of only two escalators in each direction will be adequate to provide for rush hour pedestrian flows. Refurbished overbridge will hardly be adequate for present traffic flows let alone have capacity for future expansion. Individual stairway access to each pair of platform is likely to be inadequate for volumes of passengers moving to other platforms or out of the station coupled with new passenger's arriving to board trains. Increased use of Grant Road access to be welcomed by may continue to be underused unless more bus traffic directed to this location. Suggest another overbridge required at eastern end of the platforms to accommodate future growth of passenger traffic. Do not believe St. John's Hill traffic improvements will provide adequate solution to increased used that is likely to result from station improvements. New transport interchanged should be provided at developers expense somewhere on or close to site. Pleased to note Brighton Buildings and Falcon pub to e retained. There is a case for the Windsor Castle to be retained, towers would destroy and dominate the present skyline and ambience of the Conservation Area. Under provision of car parking to support retail element of the scheme. While individual impact of the schemes on local infrastructure from major schemes around the borough may be small their cumulative impact can be substantial. Clapham Junction at peak times already suffers congestions and these proposals will only add to congestion even when improvements to station completed. Increase in population in this part of Wandsworth is putting excessive demand on sewerage, water supply; refuse collection, medical and educational services. Elimination of the towers and reduction in overall density of the development is essential.

Battersea Society: (Comments on original scheme) Inadequate solution to Clapham Junction's problems as a transport interchange. The major improvements to access, installation of lifts from the overbridge, is being carried out by Network Rail and already well advanced and no dependent on scheme for which planning permission is

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sought. Would be more convenient for most passengers to access through sub-way at present rather than from above the tracks. Option of widening the sub-way has been dismissed by applicants as too expensive but no figures have been produced to substantiate that. Projected increases in demand and planned investments mean congestion at Clapham Junction station will become considerably worse, these proposal do not take this into account. Stairs to overbridge narrow and doubtful can safely carry resulting numbers of passengers. Train operating companies intend to use 10-coach trains but existing platforms not long enough. Clapham Junction is important interchange between train and bus and has serious deficiencies in that respect, for many bus users interchange will become less convenient because they will have further to walk between station entrances and bus stops. Battersea Society urge council to come forward with overall vision for Battersea Town Centre and not piecemeal plans. Council policies should be directed towards sustaining commercial viability of shopping centre and conserving and enhancing special qualities which led to its designation as conservation area. Planning application in conflict with Exemplar scheme and turns it back on town centre. Development turns its back on the town centre and establishes a new axis leading from station entrance and grand theatre to nowhere in particular. Proposals fail to respect character of the conservation area. Form and orientation of pedestrian route proposed ignore the grain of the street pattern in the conservation area. Designs for the proposed buildings fronting onto the streets are mediocre, inconsistent and confused. Two tower blocks are even more objectionable. Higher than any building in the borough and made more dominant by overall bulk, and would have seriously damaging effect not only on Clapham Junction conservation area but also surrounding conservation areas. At present some tower blocks to north of railway but none to south. Understand policies provide for tall blocks in locations which are very accessible by public transport and at Clapham Junction in particular but do not understand that to be a licence to developers to build to totally excessive height proposed here. Might be possible to provide a broadly equivalent amount of accommodation in a different configuration of blocks on this site and applicants could be asked to examine alternative options of that kind. Unacceptable that no affordable housing proposed.

Clapham Society: (Comments on original scheme) object in principle to aspects of the above application for redevelopment adjacent to Clapham Junction Station. Tower blocks seem grossly out of scale and detrimental to the Clapham Junction conservation area and to views from other such areas including Clapham Common. Society welcomes improvements to the station particularly provision of disabled access, new shops entertainment and restaurant facilities and townscape improvements.

Clapham Junction Action Group: (Comments on revised scheme) Object to the proposals, consultation inadequate, little has changed in revised submission, proposals lack human scale and do not respect the historical and architectural homogeneity, would make situation at the station worse, not better in respect of access or platform

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overcrowding, and do not create extra capacity, most will have to walk further to catch trains, an integrated bus/train interchange facility should be central to redevelopment and not left to the future, increase in traffic around site, increased on-street parking, unauthorised use of existing supermarket car parks, no consultation with PCT regarding local needs, no spare capacity in local schools, proposed retail development unnecessary, detriment to existing shopping, loss of offices and lack of any replacement, station improvements should be discounted, lack of affordable housing, no community uses, arts or creative uses provided, wind tunnelling analysis considers insufficient locations on the station, wind effects would be unacceptable in certain locations, development is not viable and is unlikely to proceed in foreseeable future which will blight local properties, as well as station improvements.

Director of Housing: (comments on revised scheme) In light of the independent assessment of the economic appraisal justifying the provision of the station improvements at the expense of the provision of any affordable housing, the Director of Housing has no further comment to make.

HES: (comments on revised scheme) condition needed requiring details of scheme of mitigation against external noise for residential accommodation be submitted for approval and installed. Satisfied with criteria for plant and equipment in the EIA but this will need to be looked at in further detail as the types of commercial units are known. Assume all deliveries are to be made through the basement and if so no conditions relating to deliveries times will be required.

Contamination: (comments on revised scheme) history of the site does not have any significant contaminative uses and there is unlikely to be widespread concentrations of contaminant present in underlying soil or shallow groundwater. This is corroborated by preliminary site investigation carried out and report in ES. Future site users are further protected by excavation for the basement storey and lower floors not being for residential use. Do not consider land contamination is of significant in redevelopment proposals and does not need further assessment. A 'watching brief' is recommended for the site during the construction phase to note if any unforeseen, unusual soil conditions are uncovered which would require further assessment.

Air Quality: (comments on revised scheme) confirm acceptance of the proposals submitted in relation to air quality impacts subject to following: biomass boiler shall be the Binder RRK 400-600 suggested in submissions and should be fitted with ceramic filter, if alternative proposed agreement must be obtained from Environmental services and performance be at least as good as the Binder model; statement shall be submitted by applicants giving assurance that only high quality fuel consistent with lower emission shall be used in the boiler, fuel standard should be confirmed against CEN/TS 14961:2005, or similar; programmed maintenance of the boiler and emission abatement system shall be carried out in accordance with

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manufacturers recommendations; building manger for the site shall be trained in optimal use of the biomass boiler.

York Gardens Library: (comments on revised scheme) enthusiastic about proposals for redevelopment of area to north of Clapham Junction Station allowing better access and facilities, including housing, to those using the 'back' entrance on Grant Road; request any new map of local area show's true location of Library building and includes readable sign directing people to library;

Economic Development Office: (comments on original scheme) supports this regeneration scheme which would lead to significant benefits to Clapham Junction town centre. Proposal in line with Clapham Junction Town Centre Business Plan. Major impediment to improving retailing offer in town centre is lack of suitable premises for new retailers. Absence of such premises has caused pressure on small independent businesses in areas like Northcote Road. Creation of large additional new shops at the station is likely to take pressure off areas like Northcote Road. Clapham Junction is a busy station and because of central location popular meeting point for people planning a night out. Local restaurants and bars benefit from this and will continue to do so. The redevelopment of the station entrance upper St. John's Hill will become better integrated with rest of the town centre. Added facilities planned will improve footfall in the area. Improved facilities for taxis, cycle parking etc will make station more effective as transport interchange. Improve stations' inadequate access facilities. Given nature and scale of development important to maximise benefits for local residents and businesses, to this end would be helpful if approval is recommended that conditional on signing of a S106 agreement which includes a local employment agreement with funds to assist local residents to gain access to employment opportunities to be generated. No further comments to additional information received.

Engineering Services: (comments on revised scheme) Scheme would provide considerable improvements to Clapham Junction station, when combined with the Council's Exemplar scheme it would create a greatly improved environment for pedestrians travelling to and from the station; development should be excluded from the Controlled Parking Zone which operates in this area; parking management plan would be required for the development; real time bus service information facilities should be provided at focal points within the development; the results of the transport assessment submitted in support of the application would not result in a significant effect on the highway network or have a significant impact on train or bus capacity; developer would be required to operate a green travel plan and construction management plan; developer would be required to provide incentives to initial residents of the development to use means of transport other than the private car; development should fund any necessary highway improvements alterations to access arrangements, relaying of footways and any alterations to utility services; bus stopping arrangements will need to be subject to further discussions with London

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Busses; alterations to traffic management orders required and cost of this will have to be met by developer; necessary to dedicate additional area of land on south side of Grant Road to public highway to provide footway behind proposed parking bays; servicing from the basement of commercial units on St. John's Hill needs to be a condition of any planning permission;

DOLAS (refuse): (comments on original scheme) concerns initially raised have been overcome following receipt of further information. No objections.

DOLAS Ecology: no response

POLICY: Local Development Framework Core Strategy –Submission Version; PL2 (Flood risk); PL3 (Transport); PL4 (Open space and the natural environment); PL5 (Provision of new homes); PL6: (Meeting the needs of the local economy); PL8 (Town and local centres); PL13 (Clapham Junction); IS1 (Sustainable development); IS2 (Sustainable design/low carbon and renewable energy); IS3 (Good quality design and townscape); IS4 (Protecting environmental quality); IS5 (Achieving a mix of housing including affordable housing); Policy IS7 (Planning obligations).

Unitary Development Plan; GEN 1 (Sustainable development); GEN2 (Promote regeneration); GEN3 (London-wide objectives); GEN4 (People with disabilities); GEN5 (Conservation of energy resources); RDP1 (Pedestrian access, parking; servicing and waste); RDP4 (Mixed use developments); RDP5 (lighting schemes); RDP6 (access for people with disabilities); RDP7 (infrastructure and S106 agreements); RDP8 (Additional community facilities); RDP10 (flooding); RDP12 (noise); GEN6 (Protect character and heritage); GEN7 (Layout, form and design), TBE1 (integration into surroundings, safe and convenient access); TBE3 (Safety and security); TBE4 (Environmental conditions); TBE5 (quality of development and spaces); TBE6 (heights of buildings); TBE8 (views of listed buildings and landmarks); TBE10 (Development in conservation areas); TBE11 (Demolition in conservation areas); TBE13 (listed buildings); TBE14 (archaeology); GEN12 (Character and amenity of residential areas); GEN13; (Range of housing including affordable housing); H3 (Amenity of residential areas); H9, H11 (New housing development); BIN3 (Loss of offices); GEN16 (promote and protect town centres); GEN17 (Accessibility of shopping centres); GEN18 New and improved shopping facilities); TCS1 (Town centre mixed uses); TCS2 (Development of land at Clapham Junction); TCS13 (Food and drink uses); GEN19 (Community facilities); GEN20 (Improving leisure and entertainment facilities); GEN22 (Open space); GEN23 (natural environment); GEN25 (Promote sustainable relationship between development and transport); GEN26 (Transport systems); GEN27 (Improved facilities for use of public transport, cycling and walking); T1, T2 (Land use transport), T3 (new public transport facilities); T5 (pedestrians); T6 (Cycling); T7 (Servicing); T9, T11 (car parking).

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COMMENT: These proposals have been through several alterations and have been subject to extensive discussions and amendment prior to submission. This is a strategic site for the Borough and London given its location link with Clapham Junction Station. Inevitably the scale of the development proposed would have a significant long lasting effect on the character and appearance of Clapham Junction and this part of south London. This is a complex site with a unique, interlinked and competing set of issues. Improvements to Clapham Junction Station, in particular the access, public realm and overcrowding have been long standing aims of the Council. However, the key consideration is whether the package put forward by the applicant, including two tall buildings, solves these problems and represents an acceptable solution.

The main issues with this application are:

- 1 Whether the land-use, principally residential and retail/commercial uses, as well as station facilities with lack of replacement office floor space is appropriate.
- 2 The suitability of the location for tall buildings.
- 3 Design of the tall buildings and their relationship to the local and historic environment, views, and design at lower levels.
- 4 Station improvements and the role of Network Rail
- 5 The acceptability and balance of the Section 106 package, principally the station improvements with no affordable housing and the relationship of the quantum of development proposed to the package of benefits,
- 6 Sustainability.
- 7 Housing and affordable housing. The residential units proposed, the acceptability of the mix of predominantly one and two bedroom flats in this location, and the amenity of the proposed residential units. The case for not providing affordable housing.
- 8 Environmental Issues - Impact on surrounding adjoining buildings (in terms of overshadowing light, outlook, privacy, air quality and noise and flood risk.
- 9 Public spaces, routes through the site and the public realm generally.
- 10 Employment
- 11 Other transport issues: Walking, traffic generation, parking, cycle parking, effect on public transport capacity, interchange and temporary station.
- 12 Other issues (density, employment, archaeology, community safety, health care, school places, etc).
- 13 The totality and balance of the package.

Environmental Statement: As stated in the "Details" section of this report above, the applicants have submitted an Environmental Statement under the Town and Country Planning (Environmental Assessment) (England and Wales) Regulations 1999. A full summary of this can be found in Appendix 1 of this report.

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1. Land-Use Principles

UDP Policy TCS2 states that the development of land at Clapham Junction will be permitted if it includes a mix of town centre uses (which may include housing) and improved access to Clapham Junction Station.

Core Strategy: Submission Version (March 2009) Policy PL8 looks to focus shopping development and complementary activities in town centres, with new shopping use promoted and a mix of other uses including restaurants, bars, leisure, recreation and housing. PL13 refers specifically to Clapham Junction and encourages a comprehensive retail and residential led mixed-use redevelopment. Policy PL5 of the Core Strategy states that 'the Council will make provision for 7,500 net additional homes between 2007/8 and 2016/17 including at least 500 in Clapham Junction.'

In that context, the 556 residential units proposed would accord with policy, contributing to the acknowledged shortage of housing. They would also contribute to the mix of uses and to the vitality and viability of the town centre.

The proposal includes 17,760sq.m of retail and food and drink uses. Policy PL13 seeks new retail provision to integrate the area better into the town centre and strengthen its retail function and provide modern shopping floorspace to relieve pressure on independent shops in Northcote Road. Policy PL8 encourages new shopping (A1) floorspace in all five town centres and that a diversity and mix of uses is encouraged to contribute to the vitality and viability of the centres. The proposed retail units would be modern flexibly designed to allow for units of a variety of sizes. This could relieve the perceived pressure on smaller retail units particularly on Northcote Road from larger companies looking to locate in the area. Therefore it is considered that this would complement rather than compete with the existing retail offer. The retail assessment submitted with the application assesses the capacity of the local area to support the additional retail floorspace to be created. It concludes that local growth alone could support the additional retail floorspace generated as a result of the application proposal and that the additional retail is required to help the town centre maintain its vitality and viability within the wider retail hierarchy. This could occur without unduly competing with the other town centres within the Borough.

Importantly the location has the highest PTAL level in the Borough and the new shopping would be supported by a sustainable approach to transport for the development as a whole, and would benefit from improved access and permeability.

In addition to the retail floorspace, the development would include restaurants, bars, cafes, leisure uses including a small cinema, public toilets, a gym and medical centre. This would add to the existing facilities within the town centre and would be beneficial to the town centres vitality and viability. The mix of uses would be in accordance with the Council's recent Retail Needs Assessment, which highlighted the

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need for the Borough's town centre, including Clapham Junction, to improve their retail and leisure facilities in order to meet projected growth in expenditure and limit leakage. The applicants have also provided information to show that there would be an overall increase in employment on the site as a result of the development.

The mix of uses proposed would therefore be appropriate in principle and would help create a vibrant and diverse locality sought in this location improving the overall range and quality of uses in the town centre. If the application is supported, restrictions could be placed on the proportion of food and drink uses permitted to ensure that a balanced mix of uses is achieved.

PL8 encourages town centres to remain the focus of office activity except where it can be shown that existing office space is unsuitable and incapable of being adapted to modern business use. If this is the case, then a variety of town centre uses, including retail, leisure, health and other services will be considered acceptable. The site currently includes 6,050sq.m. of office floorspace, which is not being re-provided within the development. The applicant's justification is principally that the provision of office floorspace is not financially viable. Their viability analysis states that the cost of constructing an office building would exceed its end value and produce no profit.

The applicant has also stated that there is only limited space to accommodate the new station building and associated facilities, therefore the introduction of offices would require a reduction in space for other uses and the enhanced retail facilities would attract a wider range of retailers than currently within the town centre. In their view, Clapham Junction and Battersea are not established office locations; do not have the critical mass to attract occupiers to locate; there are no identified office requirements in Clapham Junction or the surrounding area of Battersea, therefore offices would be built on wholly speculative basis. On the other hand the Core Strategy points to the town centre as being the main focus of office accommodation and that this site is well located for public transport. In concluding the issue of loss of employment floorspace, it is considered that in this instance, whilst the loss of office space may be regrettable, the applicant has provided sufficient evidence to justify the non-provision of office space.

2. The tall buildings and the suitability of the location for such.

For most objectors, this is the most significant and contentious aspect of these proposals. The LDF Core Strategy (Submission Version) Policy IS3 'Good Quality Design and Townscape' part 'd' states that tall buildings "may be appropriate in locations which are well served by public transport, such as town centres and Nine Elms near Vauxhall, or at other defined focal points of activity, providing they can justify themselves in terms of the benefits they bring for regeneration, townscape and public realm". The supporting text for this policy (paragraph 4.132) states 'Tall buildings, that is those which significantly exceed the prevailing height of

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surrounding buildings, can, if well designed, create attractive landmarks underlining aspects of the Borough's character and act as a catalyst for regeneration, providing they are located in appropriate locations and acceptable in terms of design and impact on their surroundings. They can be an efficient way of using land, in line with sustainability objectives, and add definition to the Borough's skyline, although it is important that they do not harm existing important views and skylines. Tall buildings and/or small clusters of tall buildings which can demonstrate these benefits may be justified in areas well served by public transport.'

Policy PL13 'Clapham Junction and adjoining area' of the Core Strategy "Taller buildings could not only help deliver significant regeneration projects but also give a visual focus to the Town Centre," and further, "Taller buildings in this location could be justified due to the proximity of Clapham Junction Station and its accessibility to high frequency public transport". The proposal would accord with Core Strategy Policies.

In his Stage 1 report, the Mayor of London considers the location in principle as suitable for tall buildings, being within a town centre and at a location of high public transport accessibility. CABE consider that this is a site suitable for development of considerable density, and providing the design quality is high and consider that a case could be made in principle for tall buildings. However, CABE are critical of the proposed design of the towers in this scheme.

In July 2007 the CABE and English Heritage jointly published their 'Guidance on Tall Buildings' document which sets out good practice advice on tall buildings, and the evaluation criteria of which is prominent in the assessment of such developments. It contains 11 criteria for evaluating tall buildings: 1) Relationship to Context; 2) Effect on the Historic Context; 3) Effect on World Heritage Sites; 4) Relationship to Transport Infrastructure; 5) Architectural Quality of the Building; 6) Sustainable Design and Construction; 7) Credibility of the Design; 8) Contribution to Public Space and Facilities; 9) Effect on the Local Environment; 10) Contribution Made to Permeability; and 11) Provision of a well-designed environment. There follows an evaluation of the proposed tower buildings against each criterion:

- 1) Relationship to Context – tall buildings should have a positive relationship with relevant topographical features and other tall buildings; the virtue of clusters when perceived from all directions should be considered in this light.

There are already tall buildings in the vicinity, with residential towers of nineteen-storeys to the north on the Winstanley Estate albeit these buildings are under half the height of the buildings now proposed. Whilst not considered as a 'precedent,' they are part of the context of the proposal. In relation to the topography, the site is also within something of a valley between Lavender Hill to the east and St. John's Hill to

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the west therefore reducing its impact from certain long-views. The main context issue here, however, is the juxtaposition with the station, and suitability of the site for high-density development given this proximity, and that the tall buildings would cast most of their shadow over the station lands to the north. In longer views, a tall building could be seen as marking the town centre.

- 2) Effect on the Historic Context – need to ensure that the proposal will preserve or enhance historic buildings, sites, landscapes and skylines.

The effect on heritage buildings and the conservation area are outlined more fully later in this report. Although the proposals would impact on the listed buildings and conservation area, they should not cause significant harm to either the settings or views of heritage buildings or to the character and appearance of the Clapham Junction Town Conservation Area. It is considered that any harm would be offset by the benefits the scheme would deliver in respect of removal of poor quality buildings and the design quality of the new development. The majority of the buildings to be demolished on the site are considered to provide a limited contribution to the character and appearance of the conservation area.

- 3) Effect on World Heritage Sites

This criterion is not applicable to this case. The nearest world heritage site is the House of Parliament and surroundings.

- 4) Relationship to Transport Infrastructure – capacity of public transport, quality of transport links and feasibility of making transport infrastructure improvements.

The location is very well served by public transport and the development provides an opportunity to make significant improvements to the public transport infrastructure and improved interchange between rail, foot and bus.

- 5) Architectural Quality of the Building – scale, form, massing, proportion and silhouette, materials and relationship to other structures. Special attention must be paid to the design of the top of the building also the base and its effect on the streetscape.

The applicants have produced thorough studies of their design approach. They have endeavoured to produce a distinctive and contemporary development. The design of tall buildings is considered to be of high quality, supported by architectural studies and design and access statement. The design of the tall buildings has evolved over a period of time, with different forms and massing of the floorspace having been tested and discarded. The tall buildings are set back from the St. John's Hill frontage to minimise their immediate impact locally. The towers come down to the ground through the retail buildings to link with the town centre with doors to the street. They

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have been given a distinctive skyline profile by a subtle variation in the plan of each floor which moves in and out up the height, with each a mirror of the other. This gives a dynamic relationship between the two buildings, and animated quality to them as a persons viewpoint changes. The materials, principally stainless steel cladding to the tall buildings, is of high quality, changing with, and taking on light and climatic conditions and sustains its quality over a long period of time. Nonetheless, the quality of this design may not be to everyone's taste with some people stating that they consider the design of the towers as "heavy" and appear to loom over the town centre.

6) Sustainable Design and Construction.

The scheme as a whole reduces baseline energy use and carbon emissions to a good standard.

7) Credibility of the Design – need to ensure that architectural quality will not be diluted in the process towards construction.

The towers have been carefully designed with supporting documentation explaining the process involved. The imposition of strict conditions attached to any planning permission could cover detailed design matters and the use of materials could be applied in order to ensure that design quality is maintained.

8) Contribution to Public Space and Facilities – provision of public realm; mix of uses; interaction with and positive contribution to surroundings at street level; contribution to safety, diversity, vitality, social engagement and 'sense of place'.

The proposed development could provide these benefits as there is a variety of uses, facilities and activities from which the public would benefit. They contribute positively at street level by providing a mix of uses which would provide activity throughout the day giving a sense of place and with much enhanced permeability, the development would integrate well into the existing town centre and provide excellent natural surveillance.

9) Effect on the Local Environment - microclimate; overshadowing; night-time appearance; vehicle movements and amenity.

Many of these issues are covered elsewhere in the report. With mitigation, wind in public spaces would be acceptable. A detailed assessment, which has been checked by Council officers, has been carried out by the developers which concludes that the effect of the towers on the daylight, sunlight and overshadowing on neighbouring properties is acceptable. Illustrations of night-time appearance have been provided which demonstrate that the towers could provide an interesting focal point to the town centre. Vehicle movement is considered later in this report but are not a central issue.

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- 10) Contribution Made to Permeability – improvements to accessibility; opening new views and improvements to legibility.

The layout of the development proposes safe and attractive public routes through the site which do not exist at present. The site would be well integrated with the surrounding urban area by the provision of the new areas of public realm and increased access points into and through the site, alleviating the congestion points that exist at present. The quality and character of the new public spaces together with the towers would deliver a legible urban environment.

- 11) Provision of a Well-designed Environment – internal and external; contributing to the quality of life for users of the buildings.

It is considered that the development has been thoughtfully designed with function, fitness for purpose and the amenity of the users in mind. As such, the proposal seeks to address the Council's policies for tall buildings, an argument can be made that the two towers proposed for the site would not conflict with the principles of the 11 criteria set out in the CABE/English Heritage guidance on Tall Buildings.

3. Design

The design of the buildings now being considered, are supported by the applicants Design and Access Statement (as amended) and Architectural Studies. These show the evolution of the design to the current solution and the reasoning behind it. Other studies such as townscape study consider the impact of the proposal both in close proximity to the proposed development and from different distances away. A further study considers the relationship of the buildings to the historic context.

The applicants were originally considering a redevelopment of 'Stop Shop' shopping centre site around the retained St John's Hill entrance. However early discussions identified that a key driver in any approach to development here should be to address the Council's Ten Point Plan for improving Clapham Junction, as well as improving the public realm and permeability of the site. To this end the design has evolved after modelling studies by Network Rail and Transport for London to resolve the existing overcrowding, particularly in the St. John's ticket hall and within the access subway and access stairs and to cope with the projected increased passenger numbers. The Network Rail/TfL studies showed that a comprehensive solution was required to resolve the identified problems. This included the closure of the access points from both St John's Hill and Grant Road to the subway due to its limitations in providing any adaptations here in terms of increasing its width or providing improvements to the access stairs. The subway would be retained for interchange only, thereby reducing the numbers of passengers using it. Given that the existing overbridge is of sound construction and has a greater width than the tunnel, new entrances at either end of the bridge were therefore the preferred solution. Whilst it may be slightly longer in distance to walk for those coming from the east, it should provide a less congested

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and more comfortable journey and allow for a much improved solution for the disabled. This approach led to the concept on which the application proposal is founded, allowing the buildings to follow the southern profile of the railway boundary, with tall building kept away from St. John's Hill and a lower separate element to the St. John's Hill frontage, where the interface with existing buildings and the historic context is more immediate. There will be increased permeability of the site by the provision of a pedestrian road between the two main elements. The scheme also addresses the desire that Grant Road is not forgotten, but is dealt with as part of any comprehensive solution.

The large, light station entrance to St John's Hill is considered to be well designed. It would provide modern facilities and is in a prominent street frontage location which greatly improves legibility and ease of access, with much improved facilities particularly when compared to the existing facility. The same can be said of the Grant Road station entrance building, where the much improved entrance building would provide a simple spacious, well designed entrance building. One of the major features of the new Grant Road entrance is that it would allow for disabled and mobility impaired access to the station from the north, which would not be possible even as a result of the Access for All works.

The application has considered improvements to the public realm as a key factor in the design of the scheme, with a pedestrianised ground floor public realm with doors to a naturally lit street and enhanced permeability. A public square would be provided in front of the new station entrance and the new internal pedestrian street allows for improved future access to development on potential sites along Falcon Lane. The development has been designed to integrate with the Council's proposed 'Exemplar' scheme for streetscape improvements in the vicinity, which the applicants have offered to provide a contribution to funding. The increased permeability could relieve pedestrian congestion currently experienced along St. John's Hill and Falcon Road, particularly where bus stops and the station entrance create pinch points. It will also allow for improved access to the town centre with new pedestrian crossings to St. John's Hill. While either the proposed development or the Exemplar scheme would make improvements to the public realm, the two in tandem could generate significant benefits.

Many people, even many of those objecting to the application support the proposed improvements to the station and even the design of the new station entrances. It is the tall buildings that have proved controversial and have generated significant objections. Whilst the tall buildings within the scheme have undoubtedly been highly controversial, a design rationale has been put forward to support the two tall buildings in this location.

The applicant has stated that in order to fund the significant improvements to the station, there is a need for the quantum of floor space being proposed, including the

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need for the tall buildings. In essence a number of design solutions to achieve the goals of a development whilst providing the quantum required were considered. Two of the notable configurations were an 11 storey continuous residential block, which would run the length of the podium from SW to NE across the full width of the site. Such an approach had the main disadvantages of appearing very cumbersome with a large mass of building at eye level and providing a poor standard of residential amenity, with 50% of the residential units single aspect and north facing. A second option considered was the 'three towers' option. This involved towers of sixteen, twenty-four and thirty-two-storeys. This configuration of tall buildings more easily appears as one single mass of building block from certain perspectives and would block out more sky than the two tower option as well as sitting uncomfortably behind the Falcon PH when seen from St. John's Road. It would also provide a poorer standard of amenity for new residents, with the buildings being closer together would allow less light into flats.

There can be seen therefore to be a thought process behind the two, forty-two-storey option, which is now being considered in both design and economic terms. The applicants as stated in their Townscape Analysis, consider that in everyday movement around an area and in close proximity to tall buildings, a person only reads the bottom ten or so storeys of a building without making a conscious effort to look up.

At lower levels the design is considered to integrate well with the town centre, with shops at ground floor level facing St. John's Hill and around the pedestrian street, providing activity on all sides. The proposal provides for simple light shop-fronts and access to a first floor level of retail either at grade from the west, from steps and a lift to the east, or through the shops to the upper floor, providing the double height space which is lacking at present from the Town Centre. It is considered that the lack of such retail units has deterred certain retailers from establishing themselves in Clapham Junction. The mix of uses, including a cinema, would complement and strengthen the uses within the town centre. Cycle parking spaces for shoppers would be provided within the pedestrian street.

There is no doubt that the development proposed would impact upon the setting and appearance of listed buildings and buildings within the conservation area when viewed from medium and long views. The new development would be some distance away and the strongly contrasting scale and form of the new buildings gives some credence to the applicant's claim that they would read as a separate townscape layer and consequently help to minimise any harm caused to this group of heritage buildings.

The towers would be of principally stainless steel cladding, which is proven to be of high quality in many examples of its use, such as the Chrysler building in New York. It has the attribute of changing with, and taking on light and climatic conditions, and is known to sustain its quality over a long period of time. Other materials are of high

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quality and well thought out. Final details would be covered by condition. Whether these buildings have a similar contextual relationship with its surroundings and also the same grace as the Chrysler Building is a matter of judgement.

The two tall buildings would have a distinctive and original design. Each of the towers works as a mirror image of the other and as a result gives each tower an imaginative, geometric approach. This gives the tall buildings a distinct animated appearance as one moves around with a changing perspective.

The towers do not appear in any strategic views and should not be unduly detrimental in medium and long-term views given the refined approach taken to their design.

In respect of the effect of the development on the historic environment, the buildings to be demolished are largely, with the exception of the mock-Tudor Windsor Castle, from 1980's and are not considered to contribute sufficiently to the conservation area to justify their retention. Indeed the existing 1980's buildings could be said to detract from it. The existing buildings on the site are not considered to be of such significant quality to warrant retention if an acceptable redevelopment scheme is agreed by Members of this Committee. The re-use and extensive refurbishment of Brighton Buildings, which have been underutilised for a considerable period, is welcomed. Network Rail currently plan to open this building for access to the overhead walkway as part of the Access for All scheme but will only do minimal works to facilitate this. These applications would significantly restore these railway buildings and such restoration is considered a positive aspect of this proposal. The extension proposed to the rear of this building at second floor level is designed in keeping with the existing building in an acceptable manner.

The Clapham Junction Conservation Area Statement states that the character and appearance of the area rely on the strength of its architectural origins, which are largely Victorian and its association with the development of the railways. The current proposals, whilst being distinctly modern in design, could be seen to carry on the strong association between the development of buildings locally and the railways, given the strong link between the form of the development and the station improvements proposed.

The Falcon PH, which abuts the site is Grade II listed and is to be retained. The Falcon would be flanked by three storey buildings to the height of its parapet, with the glazed fourth floor set well back. This replaces the 1980's four-storey buildings which would be demolished. The new flanking buildings are proposed to be of a simple, uncluttered and subservient design. Amendments have been made to the detailing in response to comments received during consultation, introducing a variation to the fenestration and brick panels between, and achieving an approach which it is considered would not detract from the adjacent listed building. The Grade II listed Clapham Grand, which sits on the south side of St. John's Hill would have an improved setting principally on the basis that the St. John's Hill elevation, as

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evidenced by its listing description, is by far its most important. The proposed new public square in front of the new station building opposite the Grand would give space to allow this frontage to be better appreciated.

The development has been designed to address a number of issues, many of which are competing. The buildings will have an impact on the historic environment, however, this is something that the architects have demonstrated that they have given considerable thought to in their design process. The scale, form and massing have been refined in response to the context, particularly the neighbouring listed buildings. The approach adopted creates a low level island building which fronts on to St, John's Hill and Falcon Road, wrapping around the listed Falcon PH and locates the taller elements away from the listed buildings and the road frontage and towards the railway tracks. The buildings within the development at lower level are considered an enhancement to the conservation area and listed buildings.

Whilst it is evident that certain established and agreed principles have been met in the proposal now being considered, there is always an element of subjectivity in the consideration of design. Many of the objections to the design do not give any specific reason as to why they do not like the tall buildings; just that they do not like the tall buildings and this is not a suitable location for them. That is a valid point of view. Among statutory consultees as to the suitability of tall buildings on this site, opinion is divided. CABI support certain of the principles of the design, but do not support certain elements of the detailed design. The Mayor of London is in support of the design of the towers both in their own right and in relation to the historic environment. English Heritage consider that the development does not relate to its context, and planning permission should be refused due to the perceived harm that they consider these tall buildings cause to the setting and views of and from listed buildings and the conservation area, unless the serious harm to the historic environment is outweighed by other planning considerations.

In summary, whilst the proposed towers have proved controversial in the responses to consultation and whilst such matters can frequently be a subjective matter of debate, they have a considered design and have been located in the most appropriate position, in terms of urban design principles on this site. They would have some relationship to the existing towers in the immediate locality and could be seen to re-enforce and define the town centre. It is also considered that in design terms, this is an appropriate location for tall buildings considering the surrounding context as well as assessing them against CABI and English Heritage Criteria for tall buildings.

### 4. Station Improvements,

#### Background

Policy IS 6 of the Core Strategy states that the Council will support, "the provision of infrastructure, including transport, particularly improvements to public transport and facilities for walking and cycling". Policy IS7 looks for planning obligations to be sought to provide or fund local improvements in particular public transport and other

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infrastructure provision. Policy PL13 (b) of the Core Strategy states that “a comprehensive retail and residential led mixed use redevelopment of the station approach shopping centre and land bounded by St. John's Hill and Falcon Road will enable substantial improvements to take place to the station and access to it, which are a priority for planning gain objectives”.

It is understood that Clapham Junction is the busiest rail interchange in Europe, is served by 360 trains per hour at peak times, and with 26,000,000 people using the station annually, a figure which is projected to increase to 30,000,000 per year by 2026. The applicants survey from 2006 showed that in the morning period (7 am to 10 am) there were 14,086 passenger movements at the St Johns Hill barriers, and 4,191 at Grant Road, whilst the equivalent for the evening period (4 pm to 7 pm) there were 14,381 passenger movements at the St Johns Hill barriers, and 3,389 at Grant Road. Figures also show that 55% of passengers entering Clapham Junction arrive on foot and 35% by bus. The main problems with the existing station is peak period congestion, particularly in the subway, in the St Johns Hill ticket hall and on some platforms. Access for the disabled, parents with pushchairs and those travelling with heavy luggage is also poor or non-existent. At present, the relatively narrow subway is used for the majority of interchange movements between platforms, as well as being the point where all pedestrians have to enter and exit the Station. With most passengers who are changing platforms and all passengers entering and leaving the station using the same narrow access subway, this is a cause for considerable concern and this will only get worse with the projected increase in passenger numbers. This problem is also reflected on St John's Hill at the station/shopping centre exit and around bus stops, where congestion of people entering and exiting the station conflicts with those waiting for buses on the narrow pavement.

There appears to be general agreement that substantial improvements to the station are required in principle.

Rationale for the concept proposed

Studies by consultants have been undertaken on behalf of TfL, Network Rail, and South West Trains (who manage the station on a day to day basis) with computer modelling undertaken to consider passenger flows. The design has allowed for all known projects that would have an impact on passenger numbers using the station such as platform lengthening and longer trains. In addition, the modelling takes into account the underlying growth of the general population and employment growth, in order to establish how best to deliver the increase in capacity required until at least 2026. A variety of different solutions for reducing congestion have been explored, with a holistic solution considered to resolve the problems (rather than a number of piecemeal improvements). The one which delivers the greatest increase in capacity both now and in the long term involves creating two new entrances, one at each end of the footbridge. The wider footbridge will be available for interchange and all pedestrians entering and exiting the station both at St. John's Hill and Grant Road,

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with the much narrower subway reserved for interchange only. This would provide the solution that is arguably the most efficient and safest to passengers, whilst most importantly, allowing for future projected changes to passenger numbers at the station. The modelling indicates that if the existing entrances were to remain in addition, with a total of four entrances, the benefits would not be achieved. The solution proposed also has significant advantages from a safety and security perspective, pinch points would be removed, which could at present be dangerous in the event of an incident; emergency access routes would be retained from the subway as well as the overbridge, and large external spaces for effective crowd dispersal. The GLA and Transport for London have indicated support for the solution proposed.

### The station facilities proposed

Improvements to the function and access of the railway station and interchange facilities have been integral to the design of the development. The station facilities proposed as part of this application comprises;

1. A new St. John's Hill Station building, integrated with and including a full refurbishment of Brighton Buildings, accommodating a new ticket hall, staff accommodation, retail and restaurant facilities, passenger waiting and circulation space, improved announcement and train indicator systems, two lifts, four escalators and 12 ticket gates (compared to the existing 4 at St. John's Hill entrance).
2. New Grant Road Station building comprising ticket office, escalators, lifts and ticket gates.
3. Extension of the existing over bridge to the new Grant Road Station
4. Improvements to the stairs down to the platforms (where not funded by Access for All).
5. Brighton Yard Works – comprising all work to create drop-off and taxi facilities, including levelling, laying out, hard and soft landscaping, lighting etc. with entrances directly into the new ticket office within the Brighton Buildings
6. Station cycle parking in Brighton Yard - 116 parking spaces
7. Station cycle parking in Grant Road – 136 spaces
8. Works in Grant Road to include an amount of hard and soft landscaping, creation of taxi/drop-off bays and the car club spaces
9. Grant Road crossing
10. Additional CCTV for the Station
11. Dedication of land to Network Rail to enable straightening of Platform 17.
12. Train despatch information boards in the public realm.

A scheme to make the Station DDA compliant is underway, providing lifts to all platforms and a basic surface level entrance to Brighton Yard that Network Rail and SWT consider to be a short term option. It is envisaged that this could result in a split of about 70:30 between the current entrance on St. John's Hill and secondary entrance

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at Brighton Yard. Although the "Access for All" scheme will provide for disabled access, the application proposals would provide a more comprehensive solution, with lifts and escalators from St. John's Hill to the overbridge. In addition, the proposal will also provide lifts and escalators to the Grant Road end of the overbridge. Disabled access from Grant Road is not part of the funded works being implemented at present, but forms part of the development.

A number of consultation responses raise concern that the development would add to the already congested situation at the station. The applicant's figures show that the proposals would add 2% to the existing passenger loadings at the station, however it must also be considered that one of the main benefits of the scheme is the significant congestion relief.

The benefits of congestion relief on the station resulting from the development would, potentially be significant, though there are some concerns over closing the existing entrances into the subways, which provide a convenient route (when not congested) from the street up one flight of stairs onto the platforms. Those entering the station from the west via Brighton Yard, will enjoy a much quicker route into the station via a step-free access onto the footbridge. Restricting the number of access points to the station offers security and staffing benefits to the station operator and greater means of managing circulation, but will inconvenience some travellers.

Interchange with buses will continue to take place in the street as it does currently, and there is little that the applicant can do to improve this apart from providing further widening of the footways and reducing street clutter. Improvements to the bus stand in Grant Road are dependent on the availability of Network Rail land and on the relocation of the column supporting the viaduct, which needs to be undertaken as early as possible to allow improvements to be undertaken. The development necessitates moving the bus stop outside the Grand Theatre; this stop causes considerable local congestion but the options for relocating it are limited.

On matters of detailed station layout, there are minor concerns as to whether the proposed fitting out makes best use of the space available and, on the Grant Road side, a second entrance to the proposed ticket hall would be supported for those approaching from the north-west (Winstanley Road), so they do not have to go around to the eastern elevation to enter the hall.

The straightening of platform 17 will only become more likely if the redevelopment proceeds and land is given to Network Rail by the applicant as proposed here. This straightening unlocks the potential to improve platforms 14-16 as well. However, these works are dependent on Network Rail identifying the necessary funding. The lengthening of platforms for 10 car trains could be provided without the provision of the applicants land to Network Rail, with the exception of platform 17. It could however be a lost opportunity if Network Rail cannot reduce platform curvature on

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this side of the station and extends the existing platforms in situ instead. However the straightening of the platforms cannot be required by this planning application.

Network Rail

Network Rail is a key stakeholder in this planning application and significant benefits would be provided to them as part of this planning application as the main planning benefits are the improvements to the station. In other developments, benefits such as affordable housing would normally be provided as part of a residential or mixed use development. Whilst it has been demonstrated above that there has been a long-standing Council commitment to improvements to Clapham Junction and there is a clear policy justification for such improvements, the Council has asked for clear evidence from Network Rail as to the justification for the benefits being provided as part of this development; the necessity of the improvements proposed; if Network Rail were intending to provide these improvements through their normal funding sources in any case, and if Network Rail would provide any additional funding for works for which this development would unlock the potential.

In response to the Council's concerns regarding the case for Section 106 funding, Network Rail responded in writing by letter of 30th January 2009, providing additional information in respect of rail funding and their case for supporting the proposals. The following issues are evident and pertinent to consideration of this application: It is understood that Network Rail and the applicant have been working together for around five years in regular consultation with the Council, to develop a solution to improve access at Clapham Junction station, which is in line with its Government approved business practice of partnering with private sector developers to deliver refurbished stations. The applicant appointed a team of consultants experienced in railway related property development to investigate the concepts of station improvement whilst considering the railway engineering and operational issues in consultation with all key stakeholders. The station improvements have evolved to provide additional passenger capacity at the station, taking into account future passenger growth and supporting all known further improvement projects until 2026. Network Rail have stated that the scheme as designed has an in-principle formal agreement from NR Route Director, Route Planners, Network engineers and the Train Operating Companies (SWT, Southern, LOPOL) together with Passenger Focus, London Travelwatch, Transport for London and the Department for Transport. It is also clear that Network Rail is contributing some of its land, to the development site, including Brighton Buildings, Brighton Yard and the release of the existing St Johns Hill Station entrance in the shopping centre, as well as commercially let arches in Grant Road for the new Station entrance.

The Network Rail Strategic Business Plan Control Period 4 (CP4) was published in October 2007. The Strategic Business Plans are developed at a national level and refer to all funding Network Rail believes it requires over a 5 year control period to cover the entire national network. These form part of the submission to the Office of

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the Rail Regulator (ORR) for funding. Control Period 4, the subject of all the plans referred to here, starts in April 2009 and runs until March 2014. In view of Metro's scheme, the Business Plan included reference to the entrance proposals and line straightening. This raised confusion with a number of objectors who considered it referred to alternative funding that was already in place prior to the proposals considered here. It also confirmed that 'private-partner' investors would be investigated in respect of several opportunities including at Clapham Junction station and further confirmed that Clapham Junction station was a candidate station for the National Stations Improvement Programme (NSIP). In April 2008 an update to the above plan was published, with a specific request for £56m of funding for Clapham Junction 'station capacity and platform lengthening'. The amount was calculated to allow further investment in the station, to alleviate the capacity problems independently of Metro's proposals. A further update to CP4 was published in March 2009. This made a commitment to scope works including the lengthening of the platforms 14 and 15 to accommodate 10 car trains.

The South London Route Utilisation Study (March 2008) made the relevant recommendations for Clapham Junction in stating it had: "identified a specific funding requirement for passenger congestion relief works at Clapham Junction. The railway industry is also working closely with an adjacent landowner to produce a viable redevelopment scheme for the station and surrounding buildings. The combination of these schemes would result in station improvements [including] lifts to all platforms, improved station facilities, and straightening and lengthening of platforms 14-17. With the exception of the "Access for All" scheme, these [proposals] are currently awaiting funding and planning approval."

The bid made to the ORR in April 2008, for £56m for station capacity improvements and platform lengthening, was in part rejected. In its response, the ORR made an allowance within the overall funding for CP4 for the platform lengthening proposals for the Sussex Platforms at Clapham Junction, with a commitment for £20m, without contingency, albeit that the final agreement on the funding levels for CP4 is not yet endorsed by all parties. Network Rail has now agreed to accept the ORR's estimates of funding. However, the actual status of the £20 million is unclear.

It is understood that Network Rail are unable to make a full commitment to the platform straightening/lengthening project unless it is certain that the land to be provided by this application is in place. The works to accommodate 12 car trains cannot be undertaken without the land. The scheme proposal is designed to 'dovetail' physically with the realignment profile required for the rail realignment. This realignment could either run concurrently or follow Metro's construction but it cannot precede it as the land currently gives access to other occupiers whose interests would need to be acquired by Metro, which would be facilitated if planning permission is granted.

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The ORR Periodic Review 2008', also stated that: "We do not accept the case for increased funding for Clapham Junction. Some of the proposed works are part of a wider development intended to be funded by a developer; others would more properly be funded through renewals."

The National Station Improvement Programme (NSIP) has currently allocated £2m to Clapham Junction station. This amount of funding is insufficient to achieve major improvements on its own, but could provide additional improvements which do not form part of the application proposals, which Network Rail indicate could include better customer information at platform level, improved waiting facilities at platform level and subway improvements.

The Access for All schemes (AfA) is separate funding of around £12m from the DfT to enable Clapham Junction station to comply with the Disability Discrimination Act. This project is underway and due for completion in September 2009. It will provide step free access to all platforms and forms part of a national programme. It is understood that the Metro proposals were designed in parallel with AfA to avoid any abortive costs. This use of the footbridge also allows disabled access from Grant Road when linked to the proposed new Grant Road Station building. Disabled access is not provided from Grant Road under Access for All. As part of the current Access for All works an entrance is proposed to be created within Brighton Buildings, for the purpose of achieving DDA compliance, providing basic ticketing and gate line facilities and will be accessed from the existing Brighton Yard vehicle entrance. This will provide the only way into the Station for passengers in wheelchairs and an improved access for those with reduced mobility. At this time, there would be two entrances on St. John's Hill; the existing entrance via the subway and a secondary accessible (interim) entrance via Brighton Yard. The new Brighton Buildings entrance as proposed in the planning application would replace both of these entrances.

The next opportunity for Network Rail to seek funding for significant station improvements at Clapham Junction will now be in Control Period 5, which does not commence until 2014, however, there is no guarantee that Clapham Junction station will be successful at that time.

Improvements to Clapham Junction Station beyond the current works are not otherwise planned, that Network Rail support the proposals put forward in the planning application and have been integral to the evolution of the scheme in its present form. The Government encourages Network Rail to seek partnerships with the private sector, that substantial funding from regular sources for further improvements will not be forthcoming until at least 2014, and that additional enhancement funding for platform straightening and lengthening works will be limited until there is any certainty that the land owned by the applicant is to be made available to enable these works. Without a partnership with this particular developer, and the provision of land

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to Network Rail adjacent to Platform 17, it is clear that any straightening and substantial lengthening works, and subsequent increase in capacity which this could accommodate, is unlikely to be forthcoming in the short term at least. However, there is equally no guarantee that should planning permission be granted, and the land passed to Network Rail, that Network Rail would fund and carry out the straightening and lengthening works.

### The acceptability of the Section 106 package.

The acceptability of the Section 106 package relies principally on the station improvements in lieu of affordable housing. It is also dependent on the validity of the applicant's financial assessment and in this respect, the relationship of the quantum of development proposed to the package of benefits and the role of Network Rail in providing improvements.

### Independent Financial Assessment

Policy looks to station improvements as a priority for planning obligation resources at Clapham Junction. Network Rail has made a case for the funding of the station improvements through Section 106 sources. The value of the Section 106 package overall is stated to be £42 million of which the rail improvement package is £39.5 million.

To provide an independent verification of the detailed Financial Viability case for the package of works proposed and the ability of the scheme to provide any additional benefits, including affordable housing, and to scrutinise the assumptions made, Officers of the Council and the GLA have jointly commissioned an assessment of the financial package from the District Valuation Service. The applicants have requested that the detail of their financial viability remains confidential given that elements of it are commercially sensitive. However, key findings of the DVS report are as follows;

- The information provided was fairly detailed regarding design and plans, and a detailed cost analysis was provided, enabling a thorough examination of the developer's assumptions.
- In respect of development costs generally, the costs given are in line with published cost information and similar projects given for the location and date of the cost plan.
- This is a very complex scheme and costs are higher than they would otherwise be due to the need to construct a temporary station to enable uninterrupted operation of this busy transport hub. The extra time and cost this entails has an impact on the viability of the scheme.
- It could be argued that some of the works that are required, such as the relocation of the station entrance, also assist with maximising the retail and residential scheme, however, the scheme will undoubtedly provide much needed improvements to Clapham Junction Station.

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- The scheme in its present form and with the proposed funding of station refurbishment could not support affordable housing in the current market conditions.
- If the development is not commenced within the next 12 months then it is recommended that the viability of the scheme is revisited, or alternatively some overage provision is considered, to account for improvement in the market. If the market is improved, the increased profitability of the scheme might enable some affordable housing to be provided.

It is the case that both the independent verification of the financial viability and Core Strategy policy could make a case for the provision of station improvements instead of affordable housing at this time. The Mayor, who jointly commissioned the assessment, supports this case.

The package approved by the applicants would also provide other significant Section 106 contributions in addition to the station works, in particular the £1.1million contribution to the Exemplar scheme, £525,000 and provision of land for the bus stand/interchange facility, £268,000 for CCTV in the public realm, and the £84,361 for the air quality monitoring station, as well as the funding for green travel initiatives including residents incentives, car club spaces, cycle spaces, electric car spaces, bus stops and shelters, highway works and travel plan. A local employment agreement is also proposed, and a financial sum in this respect is being considered as well as a considerate contractors scheme.

The package would be secured through Section 106 Agreement if Members were minded to grant this application. Much of the improvement works proposed in the planning application, such as the two new station entrances and works to both Brighton Yard and Grant Road would be undertaken by the applicants, with work on the rail side undertaken by Network Rail. If planning permission is granted, then Network Rail would enter into a Development Agreement with the applicant (Metro), with both sides having obligations to fulfil. Any Section 106 Agreement would need to tie the delivery of all the rail improvements to the development itself, preventing opening of the elements of the development until such time as the rail improvements have been delivered.

### 6. Sustainable Development

IS 1 of the Core Strategy is concerned with sustainable development and looks to improve energy conservation and efficiency and contributions to renewable energy. Policy IS 2 of the Core Strategy is concerned with sustainable design, low carbon development and renewable energy. The policy supports measures to improve energy conservation and efficiency and contributions to renewable energy generation.

One of the main approaches of Government Policy in PPS1 'Delivering Sustainable Development' is for high-density mixed-use development of high quality, inclusive

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design, to be located on previously developed, under-used land with high public transport accessibility in existing centres, whilst minimising the use of natural resources. To this end the proposal is in line with the principles of sustainable development. Sustainability is a principle which has been built into the design of the proposed scheme from the beginning. The application site is on previously developed land, which is also the best location in the Borough for public transport accessibility, with a level of 6b and includes significant improvements to Clapham Junction Station and its surroundings, which should act as a catalyst to regeneration locally.

With regards to the energy and renewable energy strategy, the proposal, through a combination of passive design, energy efficiency, Combined Cooling Heating and Power (CCHP) and a renewable energy technology, is designed such that CO<sub>2</sub> emissions would be in excess of 33% better than the current standard of part L of the Building Regulations 2006. In terms of passive design and energy efficiency the building has been designed to incorporate measures such as optimisation of U-values, 75% energy efficient lighting, high efficiently central gas boilers and tenants guide with advice as to how to comply with achieving 20% improvement over Part L 2006. As a result of these measures it is expected that carbon emissions from the development would be 20% better than Part L 2006.

In addition to this a CHP unit connected to absorption chillers has been included as part of the development. The CHP electrical output would generate 100% of the site Domestic Hot Water, 30% of the space heating requirements, 30% of the cooling requirements and 30% of the electrical requirements. Following further information and clarification regarding the size and location of the CHP unit it is considered to be optimised for the site's energy requirements and is an encouraged and acceptable form of energy. The resulting carbon emissions savings as a result of the CHP are expected to be approximately 12%. The applicant has indicated that there is potential to connect to future community energy schemes within the area, particularly discussions have been held with the Peabody Trust, and has indicated within the plans the potential for future connection. The applicant has agreed to an obligation within the S106 to fund a feasibility study into connections with future community energy schemes.

With regards to renewable energy a biomass boiler is also proposed on site to complement the CHP, which is expected to deliver 5% reduction in carbon emissions. Concerns were raised initially with regards to how the CHP and Biomass would work together, whether sufficient space has been provided for the boiler itself and storage of fuel, information of the fuel supply chain, including type and source and whether enough can be secured, in addition more information about the potential impact on air quality. Following the further information received it is considered that the Biomass Boiler has been optimised for the site, and adequate space for storage and a suitable source of fuel has been demonstrated. Deliveries would be at their peak once per week, and would be managed from within the basement to minimise congestion.

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Some concern is still raised with regards to the potential impact on air quality, however it has been advised that the type of boiler to be used would be one from the exempt appliances list (which shows they are capable of burning a solid fuel without emitting smoke), in addition the boiler would vent into the atmosphere via stacks at the top of the residential towers (142m high) and as a result the applicant has advised that the effect on ground level air quality is considered to be negligible.

The possibility of using photovoltaics (PV's) or ground source heat-pump (GSHP) instead of a biomass boiler has been raised. A number of renewable energy sources

were considered for Clapham Junction including solar water heating, ground source heat pump, biomass, wind power and photovoltaics. It was suggested that a ground source heat pump could reduce CO<sub>2</sub> emissions by 4.4%, although this would require a feasibility study and test borehole for this to be confirmed, and in any case this is less than the reduction in emissions from a biomass boiler, but at a potentially greater cost. The implementation of a successful GSHP strategy would be dependent on suitable ground conditions under the site, which would need to be investigated, and the amount of CO<sub>2</sub> reduction is an estimate. The applicant has demonstrated that they have looked closely at all possible options for renewable energy generation at Clapham Junction in order to identify the most feasible solution for this site. In this instance it has been satisfactorily demonstrated that biomass is the solution most suited to Clapham Junction and would be the most efficient in terms of reduction in CO<sub>2</sub> emissions and the vent of emissions from the boiler into the atmosphere has been mitigated as much as possible by expressing at the top of the towers.

The proposal is designed to meet level 3 of the Code for Sustainable Homes and an 'excellent' EcoHomes (2006) rating for the residential element of the development and BREEAM 'very good' with ambition to increase this to 'excellent' for all commercial uses. The building has been tested against CBE Building for Life criteria (a national standard for well-designed homes) and would get a rating of 18 (out of a possible 20), which is 'very good', and above the Council's target of 'good'. The inclusion of green/brown roofs, in the form of the roof top garden, is also welcomed as these have a number of benefits in encouraging biodiversity and reducing run-off and overheating. It is apparent that whilst the energy strategy is very positive in terms of passive design and providing a community heating and cooling system, the renewable energy is below the London Plan target for reduction of CO<sub>2</sub> emissions by onsite renewables of 20%. However, the applicants have demonstrated that the development comprises a successful carbon emissions reduction strategy through passive design, community cooling and heating and renewable energy and overall achieves carbon emissions 33% better than Part L 2006. Therefore, this approach would seem to be acceptable in terms of the Mayor's hierarchy for energy reduction. The applicant has indicated that they are aware of the need to investigate potential opportunities to reduce CO<sub>2</sub> emissions further post-planning and has confirmed that post planning studies would be carried out into the feasibility of a

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greater scale of community energy and into the feasibility for all dwellings to achieve a CO2 emission rating 44% better than Part L1A 2006 (NB this is current proposed level which would be required by 2013, but not yet legislation).

Details of the proposed CHP and biomass boiler and implementation of passive design and energy efficient measures could be secured through the Section 106 agreement if Members were minded to grant these applications.

### 7. Housing and Affordable Housing

Policy PL 5 of the Core Strategy looks at the Council's target for the provision of at least 7,500 new homes between 2007/2008 and 2016/2017 including 500 in Clapham Junction. The 556 residential flats proposed would make a significant contribution to the targets for the provision of new dwellings in the Borough. Policy PL5 (C) regarding housing densities states that in assessing new development regard should be had to the density ranges set out in the London Plan and where necessary consideration would be given to enhancement to existing transport network to support regeneration and higher density developments. Following the GLA formula for calculating residential density on mixed use developments the density of the development is 975hr/ha and 386 units/ha. This takes into account only the main development site to the south side of the railway lines (1.44ha) and does not include external road and pavements or the overbridge or area of the site on the north side of the railway. Using this site area the plot ratio is 3.8:1. The density based on the mixed development formula within the Unitary Development (using the same site area) is 1173 hr/ha and 464 units/ha. The site is therefore only slightly above the maximum of 1,100 hr/ha and 405 u/ha for a Central location with a PTAL level of 4-6 when using the UDP method of calculation, and within the maximum when using the London Plan method. Considering this is a site which has such a high level of accessibility to public transport (the highest in the Borough) and that the proposal itself includes improvements to existing transport it is considered to be a site which is capable of achieving a very high density and therefore the resulting density would be acceptable.

The applications propose 272 one bedroom and 276 two bedroom units and eight three-bedroom flats. The two bedroom flats do meet the Council standard as a family sized unit (they would comprise two double bedrooms). All dwellings would be built to lifetime homes standards and 10% would be wheelchair accessible (including 24 family sized and 36 non-family sized).

Affordable Housing. No affordable housing is proposed here in lieu of contributions to the station as previously discussed. Policy justification in this respect can be provided at PL13 (b) of the Core Strategy states that 'a comprehensive retail and residential mixed-use redevelopment of the Station Approach shopping centre and land around it will enable substantial improvements to the station, and access to it, which are a priority for planning gain objectives.' The financial assessment does

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however, consider that the scheme should be revisited at periodic intervals as the economic climate changes, with scope through the legal agreement that should the viability of the scheme improve to such a degree, then an 'overage' payment could be made to the Council which could then be used for the provision of off-site affordable housing. However it should be noted that the provision of affordable housing is a strategic issue and also a policy requirement unless an exception can be made.

Amenity in terms of sunlight, daylight, overlooking and amenity space of proposed residential units: Mitigation would be required for construction, glazing and ventilation for some of the residential units to ensure that they meet adequate noise standards internally. If Members wish to grant this application, conditions could be proposed regarding ventilation and construction for the commercial units to ensure that mitigation is provided and that they meet relevant standards.

In terms of internal lighting, the majority of the rooms meet BRE guidelines. Where these guidelines are not met (which is only very few rooms on the lower residential level of the towers) the rooms are bedrooms, which are of less importance in terms of daylighting, than kitchens or living rooms. Some units are north facing and would receive limited sunlight. The proposed flats would generally have good outlook and would meet the Council's guidelines in terms of size. The distance between facing windows in the two towers are in excess of 20m. The proposed flats are considered to have a good standard of accommodation.

Amenity space is proposed in the form of balconies, or direct garden access for those at level 1, and a communal amenity area on the roof of the Garden Building. A total of 2922sq.m. of communal amenity space is proposed for the residents, which equates to approximately 5sq.m. per unit. A total of 356 of the 556 flats have terraces and/or balconies ranging between 2sq.m. and 15sq.m.in area. In this urban location the amount provided is not considered unreasonable. The 2,922 sq.m. of communal amenity space includes 550sq.m. of dedicated play space for children under 11. The GLA had initially raised concern with the level of play space provided, however following further clarification, which specified the areas provided for children, these concerns have been overcome and the area of play space provided for under 11's would be considered acceptable. The outdoor amenity space would have reasonable levels of sunlight throughout the year and only 4% would be in permanent shade on the 21<sup>st</sup> March, which is well below the 40% threshold in BRE Guidelines.

It is therefore considered that the residential units proposed would provide a reasonable mix of accommodation with reasonable standards of amenity, at a high density befitting its location of high public transport accessibility.

Impact on adjoining buildings (light, outlook, privacy and noise): The towers have the locational benefit of sitting to the south side of the extensive railway tracks; the applicant, in support of the application, has submitted a shadowing study. This

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indicates that whilst during the morning there would be some shadows cast by the towers over the properties to the north of the railway tracks during winter months this would be clear by around 10am and would pass quickly considering the limited width of the towers, and during the summer the shadows would be only fall over the railway lines. During the rest of the day and early afternoon shadows would largely fall over the railway tracks to the north-west and commercial properties in Falcon Lane. In late afternoon there would be some overshadowing of properties in Mossbury Road but again bearing in mind the limited width of the towers, and lower sun in the sky at this time this would not have a significant impact and should pass over these properties quickly. A daylight assessment submitted within the environmental statement indicates that the impact of the scheme on neighbouring properties would be negligible. The scale of the garden building and island building are similar to those existing on site and would not have a significant additional impact on daylight or sunlight to neighbours as a result of the proposal.

The windows in the towers are well in excess of 20m from all neighbouring residential windows, and views from the commercial uses are at typical across road distances, which would not be unacceptable or result in undue loss of privacy to neighbouring residential properties. The scale of the garden building and island building are similar to those existing on site and within the footprint of existing buildings and would not cause undue loss of outlook to neighbouring properties, including residential accommodation in the upper floors of the Falcon P.H.. Indeed outlook from some properties opposite would be more open due to the opening up of the public space to the front of the new station entrance and the route through the site. Evidently the towers would change outlook and impact on views in the area, although this has been looked at earlier in the report, and it is considered that the design and positioning of the towers adopted means that the impact on neighbouring properties outlook would be mitigated.

It is not considered that the proposed development would result in a significant increase in noise or disturbance to surrounding occupiers.

### 8. Environmental Issues

Policy IS 4 of the Core Strategy looks to protecting environmental quality, including mitigating flood risk, improving air quality in line with the Council's Air Quality Action Plan, reducing the impact of noise.

Flood risk: A revised Flood Risk Assessment has been submitted to the Environment Agency who are now satisfied with the proposals subject to the development being carried out in accordance with the Assessment, given that it incorporates a sustainable urban drainage system to deal with surface water.

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Contamination: The history of this site does not have any significant contaminative uses, with the railway track itself is raised and there are no sidings or similar. This means that there is unlikely to be widespread concentrations of contaminants present in the underlying soil or shallow groundwater. This is corroborated by the preliminary site investigation carried out and reported in the ES, other than a single elevated sample. Future site users are further protected as a result of the excavations for the basement storey, and the lower floors are not for residential use. It is not therefore considered that land contamination is of significance in the redevelopment proposals and does not need further assessment. A 'watching brief' is recommended for the site during the construction phase to note if any unforeseen, unusual soil conditions are uncovered, which would require further assessment.

Waste management: A Waste Management Strategy has been submitted with the application which demonstrates that the development incorporates within the basement sufficient general waste and recycling storage separately for both the residential and retail/commercial elements. The waste management strategy is in accordance with Council guidelines and would be considered suitable. A condition to ensure waste management is carried out in accordance with the plan submitted is necessary if Members were to grant these applications.

Air quality; In relation to air quality, the smaller scale biomass boiler will operate only for high demand periods, with particle arrestment and has a high stack height for dispersion of emissions. The proposal is considered acceptable in relation to its effect on air quality locally and in the broader context, given the air mitigation features of the proposals, subject to specifications regarding the model of biomass boiler, and the fuel to be used, and its maintenance. The provision and maintenance of a long- term air pollution monitoring station with the contribution to provide an air quality monitoring station is welcomed. The EIA includes proposals for whole house ventilation. The criteria for plant and equipment could be considered in further detail as the types of commercial units forming the shopping centre are known by condition if agreed by Members.

Wind: Additional wind tunnel testing was undertaken in March 2009 by the British Research Establishment (BRE), with the layout of both the open space and public realm added to the 1:300 model to test the likely pedestrian wind conditions. All such tests are carried out in relation to standard criteria for a variety of activities that people are likely to undertake around such a development. The revised assessment of wind effects tested 60 locations around the proposed development and included the effects of localised mitigation measures including landscaping. The assessment identifies 2 locations (the corner of Falcon Road and St John's Hill, and a location on platform 16 at Clapham Junction Station) where conditions would be unsuitable for long term sitting for the year, neither of which are proposed to be used for long term sitting, but are acceptable for standing for short periods, or their intended use of walking as a

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whole, and 6 additional locations (2 each on Falcon Road, St John's Hill and Station platforms) which would be unsuitable for such in the winter months. Given that some mitigation of wind affects as a result of the development may be needed. A condition could be attached to any decision notice requiring the submission of the detailed design of all localised measures to mitigate wind speeds around the building, including amenity areas, shall be approved prior to the commencement of the development.

9. Public Realm, Inclusive Design and Community Safety

The comprehensive redevelopment of the site allows for significant improvements to the public realm, increasing permeability, particularly when compared to the existing situation. It also allows for the improved dispersal of people, alleviating pinch points which are experienced at present. The internal pedestrian road opens up the site between Falcon Road and the St. John's Hill station entrance, helps raise the profile of Falcon Road, and allows for a possible link should sites in Falcon Lane come forward for development. The 'Island building has been designed with a curved roof to allow good levels of sunlight and daylight in to this new street which would be planted with trees. The new public area or "Station Square" in front of the entrance building will provide a more fitting setting for the new station entrance, allowing space for those entering, exiting and waiting for trains. This square would also improve the setting of the listed Clapham Grand opposite to the south. The development would also introduce a raised pedestrian crossing St. John's Hill in the same materials as the Station Square, which would give some element of pedestrian priority to the many people looking to cross. The ground floor of the development is active on all sides with retail frontages and widened pavements will help ease pedestrian movement.

The provision of an improved public realm to the strip of land along Grant Road is welcomed, and will allow for a much improved interchange between modes of transport and provide a fitting entrance here to this busy railway station. The Grant Road station entrance and landscaping improvements are also expected to act as a catalyst to allow Network Rail to consider further enhancements improving the arches, landscaping, lighting and public environment along the route from the new entrance all the way to the above bus interchange improvements adjoining Falcon Road, as well as for future private investment.

Access through the site and to the station would be much improved with disabled access introduced to Grant Road, which is sadly lacking at present. The change in levels of the site down from E to W is dealt with by steps up from E to W, with a passenger lift also available for those with restricted mobility and channels for easy pulling of luggage and cycles are designed in to the stairs. Disabled blue badge parking spaces would be provided for 'open' use within the basement, with lift access from there.

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Community Safety: This proposal has been designed with safety and security as one of its key principles. Consultation and advice has been incorporated from the police and anti terrorist experts as well as the fire brigade. The significant reduction of the present points of congestion, and improved capacity, exit and assembly facilities is a welcome benefit. The proposal has been designed to maximise the use of natural surveillance, which is particularly assisted by the mix of uses on the site as it would provide constant activity with active frontages throughout different times of the day and evening. Natural surveillance is always the strongest and most preferred way of deterring crime and the fear of crime as well as deterring anti-social behaviour. CCTV is provided for those areas that may require this additional surveillance in order to reassure the public and provide the Police and other authorities with measures to deter and prosecute criminal behaviour. The cameras will be located at points to complement existing provision by Network Rail, the Council and other businesses in the area so as to provide co-ordinated CCTV provision. The applicant's contribution to CCTV is proposed to be £268,000 if Members were minded to grant these applications.

### 10. Employment

The number of jobs in the existing site is estimated at 597, with an estimated 220 jobs created during the construction period and 742 jobs estimated to provide direct employment from the completed development.

The employment levels are calculated on research figures relating to the number of jobs in relation to floorspace figures and knowledge of jobs on site. The existing employment breaks down as 111 in retail, 12 in café use, 43 in drinking establishments, 23 in Financial and Professional, 10 in Health and Fitness and 248 in the PCS Office building and 150 in Moss Bros. offices. All of these uses would need to relocate during the construction period and many would in effect be lost.

Based on construction programming, the number of full time equivalent jobs is estimated to be 220 during the three year construction period, with approximately half of these on site, and the other half elsewhere in the supply chain, although numbers on site can vary significantly on site from time to time depending on the different stages of construction.

The figures for estimated gross employment from the completed development is 742 equivalent full time, assuming full occupation, comprising 572 in retail, 5 in the cinema, 8 in centre management, 97 in café/restaurant and 42 in the gym. This represents an increase of 145 on the existing employment on the site. The applicants have calculated that as a result of the development there would also be 108 indirect jobs created. However, it should be noted that the office jobs that are currently on this site would be lost.

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It should be noted that the Economic Development Officer, in his support of the scheme, has stated that an approval should be conditional on the signing of a Section 106 Agreement which includes a local employment agreement with funds to assist local residents to gain access to the employment opportunities to be generated and local businesses to gain access to the business opportunities. This would enable the Council and its partners to tackle the economic and social deprivation in this part of the Borough. In this respect the applicants have indicated their willingness to enter into a local employment agreement and discussions would be held regarding a financial contribution to local employment initiatives if Members were minded to grant these applications. .

11. Other Transport Issues - Traffic Generation; Parking; Cycle parking; effect on public transport.

Pedestrians. The majority of people not arriving at Clapham Junction Station by train do so on foot and even those that arrive by other means need to walk part of the way (unless disabled). The applicants have calculated that the proposed scheme would provide an additional 2,509sq.m of footway around the site, an increase of 230%. This development along with the Exemplar scheme, would allow for much improved pedestrian flows around and through the site, particularly when compared to the existing situation for users of the station, as well as for people who may just be passing through the area.

There has been some concern expressed that the movement of the station entrances to the east would result in increased walking times for a significant number of people. Information from the applicants suggests that the average passenger distance to the station entrance would result in an average reduced distance of 23m per person. However, journey times to platforms are likely to be longer due to the increased distance of the route using the overbridge and down the stairs. However, one of the aims of the scheme is to reduce congestion within the station, which is frequently experienced at present, which should result in a safer and significantly more comfortable journey. It would also accommodate projected increases in passenger capacity, as well as improving train interchange. At present the external environments are considered generally of poor quality. This would be improved considerably, particularly when combined with the Council's Exemplar scheme proposals with less congestion due to wider pavements and improvements to streetscape. It should be noted that the Council would seek many of these improvement measures in any redevelopment scheme for the station or the area around the station.

The Grant Road pedestrian flow analysis demonstrates that despite the large footprint of the new building, which cannot be reduced in size without compromising the facility, that the footway would have sufficient capacity to maintain safe and efficient pedestrian movement. Passengers walking to the Grant Road entrance and to platforms from there will also have a longer journey but would provide facilities for

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the disabled which do not exist at present and provide transport interchange facilities. However, the council would seek this in any redevelopment scheme for the station.

Buses and interchange facilities: The development, in conjunction with the Exemplar scheme, would assist in dealing with the current congestion on the pavement for those waiting for buses. Bus stops would be relocated along St. John's Hill to serve the station and the town centre with real time information provided. There are some concerns with the suitability of the proposed bus stop outside the Grand Theatre, however, such details can be further resolved given that the stop is on the public highway. TfL welcomes the improvements to bus stop arrangements. The applicants are proposing to pay for new bus stops through the Section 106 Agreement attached to any planning permission if granted. Council officers, Network Rail and Transport for London continue to be in discussions regarding improvements to the existing bus stand in Grant Road, to the rear of the Meyrick Arms. To facilitate the implementation of this the applicants have submitted a plan accompanying this application to show

how this could be accommodated in conjunction with the present proposals with the provision of a key piece of land from Network Rail to the Council. Whilst it may be possible for this facility to be enhanced and improved, there has been some demand for this to provide a bus interchange facility. TfL have expressed reservations regarding the creation of a significant passenger facility here as suggested by the Council. Whilst a bus interchange cannot be required as part of this application, the opportunity to improve the bus stand is welcomed in principle and the details can be further discussed with London Buses.

Car Parking: Car parking would be restricted to 228 (41%) of the flats. TfL would wish to see a further reduction in this level of parking, although officers consider that this level strikes a reasonable balance and provides an acceptable level; the remainder would not be able to park on surrounding streets as the applicants are willing to agree that on-street parking permits would not be available to the new residents, with the development excluded from the Controlled Parking Zone. There would therefore be no effect on the parking situation for existing residents during CPZ operational hours.

With regard to the shopping, parking spaces are proposed only for the disabled, however given the essentially local nature of the shopping proposed, the good public transport, the spare capacity at existing nearby car parks, and the sustainable approach to transport for this development including the substantial increase in shoppers' cycle spaces, this element is not considered to be problematic.

There would be a total of 24 electric vehicle charging points, 1 for general use, and 23 for residents of the development, which makes a welcome contribution to green travel.

A Parking Management Plan would be required, the details of which would be resolved at a later date if Members were minded to grant these applications.

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Car Club: 35 car club spaces would be available within the development, 17 within the basement car park, and 18 to Grant Road with membership open to all local people. This level would provide a good facility, which would provide a useful resource for local people and a make good contribution to green travel.

Cycling: The proposal would provide 222 cycle parking spaces to serve the station; 50 for town centre shoppers; 20 spaces with changing rooms and showers for shop staff and 556 spaces for residents of the proposed flats. This represents a substantial improvement on the public spaces at present. To accord with the wishes of the Mayor, the applicants are to make endeavours to let a unit beneath Brighton Buildings as a Cycle shop and repair facility.

Green Travel Plan The developer has agreed to operate a green travel plan and construction management plan to secure the sustainable initiatives proposed. The developer has agreed to provide fiscal incentives as well as 'welcome' packs to initial residents of the development to use means of transport other than the private car. A Travel Plan Co-ordinator would be appointed 6 months prior to first occupation.

Highway Improvements: The developers would fund the necessary highway improvements, alterations to access arrangements and relaying of footways along frontages including necessary alterations to utility services. Sections of public highway that need to be stopped up are generally acceptable. The cost of alterations to traffic management orders required will be met by the developer.

Station Vehicular Access and Servicing: The improvements to vehicular access to the station to both Brighton Yard and Grant Road to provide disabled and pick up and drop off facilities as well as car club spaces are welcomed. Proposals for servicing of the development are considered satisfactory, including facilities for refuse vehicles to access the basement storage area. A Service and Delivery Plan would be submitted through any Section 106 Agreement to consider further detail in this respect.

Construction: The commitment to submit a construction logistics plan in accordance to be secured through the Section 106 Agreement is welcomed.

Taxis. The main taxi rank would be relocated from its present location to St John's Hill opposite Severus Road, with a further dedicated taxi facility within Brighton Yard to the south, and on Grant Road to the north, which would provide improved facilities and access for taxis.

It is therefore evident that the proposal would not impact detrimentally on the existing transport situation around the site, and in many ways would improve it, not only with the new railway station, but in provide, or facilitate the provision of much improved interchange facilities with enhanced pedestrian, bus, taxi and cycle facilities, as well as green initiatives such as car club and electric car facilities

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### 12. Health Care, Community Facilities,

Policy IS6 of the Core Strategy considers the provision and/or improvement of facilities for community services including education, childcare, health and social welfare, and the provision of infrastructure, including transport, particularly improvements to public transport and facilities for walking and cycling.

In respect of this development The Primary Care Trust have requested a contribution of £3,157,363 for this site from the developers Section 106 package for their proposed new health care centre on Grant Road (comprising £2,580,743 revenue as a contribution to running cost, and £576,620 capital to contribute to providing the physical space), with costings calculated using the HUDU model. However, despite requests for justification of these figures specific to this planning application, nothing has been forthcoming. It can only be considered that much of this money is proposed for funding those who move into the development. A number of these people may already live in the Borough or within the Primary Care Trust area, so may not generate additional pressure on the PCT's services. It is not considered a high priority for this development to be contributing towards the running costs of the health service when off-set against other benefits sought through the Section 106 Agreement. Given that the PCT are aware of this development, they will be able to plan ahead for when people would live here, particularly given that to build out the scheme would take a number of years. As stated above, Policy PL13 of the Core Strategy looks to station improvements as a priority for Section 106 funding in this particular location.

The child yield from this development is not anticipated to be particularly high, due in part to the type of accommodation proposed. Given the existing availability for primary and secondary schools, it is not anticipated that the proposal would have an adverse impact on existing schools. It is also not anticipated that the proposal would have an overwhelming adverse impact on the existing nursery facilities.

### APPLICATION 'B'

Temporary station building with ticket office and works to improve access from St. John's Hill and onto the overbridge for a period of two years, together with associated improvements to bus stops and crossing facilities.

A temporary ticketing and access facility is required to access the station from St. John's Hill should planning permission be granted for redevelopment of the site (2008/4488). The new station entrance building proposed as part of the redevelopment would be constructed in the first two years of the redevelopment proposal. However, during that time the existing access and ticket hall would be demolished and an interim facility is therefore required. The temporary station would need to be in place prior to the closure of the existing entrance.

There has been some concern about the ability of the temporary facilities to cope with the passenger numbers given the restricted width of the stairways. The applicant has

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undertaken pedestrian flow modelling to show that the facility has the capacity to cope with passengers. The Railway Inspectorate will need to inspect and approve the temporary Station from a safety` point of view before it is able to operate. A condition should be attached to any permission granted requiring that the temporary facility is in place and operational before any demolition takes place on the existing ticket hall and all necessary consents have been obtained.

The appearance of the temporary facilities, whilst uninspiring, is functional, and for a temporary period only, and is therefore considered acceptable in this respect.

The temporary station facilities would be approximately 90m west of the present entrance. No other suitable locations have been identified for the temporary station building. Whilst there is some concern with regard to the amenity of residents opposite, this is a busy main road location and lies adjacent to a busy railway station.

Officers have requested to the applicant that they construct the new station first to avoid the need for a temporary station. The applicant has responded that they cannot fund early provision of the new station and that to do so would lengthen the overall construction programme by over a year and would threaten the overall viability of the scheme. If planning permission is refused for the primary application (2008/4488) then planning permission should be refused for this application as there is no immediate requirement for a temporary station facility in the absence of a replacement scheme.

### APPLICATION 'C'

Conservation area consent for demolition of buildings within Clapham Junction Conservation Area and removal of trees to facilitate development

Apart from the Windsor Castle Public House the other buildings on the site were constructed in the 1970's prior to the designation of the area as a conservation area. Overall, they are not of special architectural quality and their loss would not harm the character or appearance of the conservation area. The Windsor Castle Public House is an attractive building and concern has been raised about its demolition. Whilst its loss may be regrettable, the building is a 1920's replacement of an earlier building and its mock Tudor style contrasts with the predominant character of the area. The demolition of this public house allows the formation of a new station entrance in connection with the redevelopment of the area and it is considered that the overall strategic objectives for the development outweigh the arguments in favour of retaining the building.

If the Committee supports the overall scheme, then the removal of the Windsor Castle Public House would be required in order to facilitate this development. If planning permission is refused, then this application should also be refused as there is no scheme to replace the buildings demolished.

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There are few existing trees on the site and of those the majority are youthful or of poor form, and have limited amenity value in the area. Their loss would not harm the appearance or character of the conservation area, and suitable replacements within the development, as part of a landscaping scheme, could be secured by condition.

### 13. Conclusion

The scale, form and benefits of this application make it one of the most challenging to come before the Committee. It is certainly one of the most contentious.

It has been argued that public transport improvements should be the key benefit from any development here. Clearly the improvements to the station are significant and are to be welcomed. The spacious entrance from St John's Hill, the extended bridge and the accessible entrance from Grant Road are clear benefits. However, there must be some doubt as to whether the applicants and Network Rail are overplaying the benefits from the application. Setting aside the bridge extension and the new Grant Road station entrance, there will already be limited access from Brighton Yard as part of the Access for All programme, at which time there would be two entrances to the station on St. John's Hill. This new secondary entrance would give lift access to the platforms. The applicant's offer to dedicate land for platform straightening to accommodate longer trains is commendable, although it is not required for lengthening to 10 car trains (programmed in the current funding round) but would aid 12 car lengthening. However, this is unfunded and is unlikely to start until after 2014 if at all. Notwithstanding the statement in a supporting document to Network Rail's CR4 Delivery Plan 2009 published on 31<sup>st</sup> March 2009 referring to possible compulsory acquisition, straightening the tracks is unlikely to occur without this development and the associated S106 agreement.

The package could be considered to overplay the 'exemplar' contribution since, whilst it may redirect funds, in most similar instances a developer would be expected to fund road and pavement improvements immediately outside the development site. As such, this aspect might be viewed as outside the normal S106 agreement benefits. Similarly the temporary station entrance is not a benefit but a consequence of the development. It is questionable whether all the costs of the new entrance for St John's Hill should be viewed as a benefit. Clearly it is an improvement and gives a better space and more pleasant entrance to the station; however, if a development is built over the existing station entrance then it is essential that alternative arrangements are made. What weighting, if any should be attached to this? The developer, supported in his view by Network Rail, is adamant that the closure of the existing entrance is both necessary and would result in better pedestrian circulation. But his view that pedestrian walking distances to the new station entrance from the town centre and bus stops will be no longer than present is a difficult one to accept, particularly as access to the platforms from the street would involve greater vertical distance up and down escalators compared to the one flight of stairs from the subway. Access from the west would, however, be considerably improved. The

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developer is also adamant that the permanent new station entrance cannot be provided prior to the other development, meaning that a temporary entrance will be the only form of access from St. John's Hill during much of the construction period. A temporary entrance, and associated buildings and pedestrian walkways, would however result in a prolonged period of potential disruption and inconvenience.

It is a matter of concern that no affordable housing is included in the development. However, policy allows for transport and other regeneration benefits to take precedence. The independent assessment supported this case but allowed for the inclusion of 'overage' should the package be accepted. The fact that just last week the applicants modified the S106 package by including £0.5m for bus stand and interchange facilities inevitably casts some doubt on the overall package. Given this, the balance of the new station and exemplar to be taken suggests that some affordable housing might reasonably be included. Even if all other aspects of the application were acceptable this would remain a key questionable aspect of the package. There is also some concern that although there would be a notional increase in jobs, this is at the expense of office jobs.

The increase in residential flats would contribute to housing need in London and would result in increased expenditure locally. The quantum of development necessary to fund the S106 package for station improvements, necessitates an intensive and high development.

Taller buildings are inevitably controversial. Many respondents to consultation have an antipathy to them that is unspecified. The buildings as proposed would be distinctive, there is a clear design philosophy put forward and, in that respect, the design could be viewed as positive and of good quality. That, of itself, does not mean people will like it or consider it appropriate and acceptable in this location. This is the fundamental issue for many. It is no surprise that taller buildings are controversial; they epitomise extreme change in some eyes. Yet, from many roads and vantage point the buildings will not be seen. From others they will become dominant markers. There is a clear rationale for the design even if it is not to everybody's taste.

If the Committee are minded to grant permission and acknowledge the regeneration benefits the scheme brings forward, then there are a number of factors to be taken into account. The applicants have provided a detailed Environmental Statement to inform the Committee's deliberations. It is a key factor to be taken into account and addresses the key issues. However, the Committee are entitled to assess the information, the representations received and other material considerations to reach their own conclusions on the information. Similarly, the fact that there seems to be general support for station and access improvements, does not automatically mean that any scheme that might deliver those improvements should be accepted. Other material planning considerations, including the impact of the development on the locality, need to be taken into account.

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The Committee must weigh up the planning considerations taking account of the representations, for and against, and to reach a judgement on the planning merits of the proposal. The response to the consultation is not a referendum; however valid planning concerns are material factors to be taken into account. The Committee would need to consider the merits of a number of assumptions - all are based on an "if".

The Committee need to consider whether the regeneration and renewal of this part of Clapham Junction are beneficial; the station improvements are beneficial, the absence of affordable housing in the light of the recent change in the package is appropriate; the heights of the buildings and the considered design of the proposed towers will be an asset and a marker for the Town Centre (and for most respondents this is the key issue); neighbours' and visitors' amenity and the townscape would be spoiled by having taller buildings here; and whether the buildings detract from the locality? In short, do these proposals 'stack up' where the benefits are not outweighed by the many concerns raised?

Should the Committee consider the package with these tall buildings appropriate, then officers could put forward to a future meeting heads of terms for a S106 agreement and appropriate conditions to be attached to a permission. If though, the Committee consider the package put forward underestimates the need for affordable housing and overstates the value of station improvements then permission could be refused. Should members consider that, notwithstanding general policy support for taller buildings here, this scheme, on its merits is inappropriate, such comment could be incorporated into the decision.

Notwithstanding the clear transport, regeneration and townscape benefits, on balance it is considered that the package overstates the station benefits and that there has been insufficient justification for the omission of affordable housing.

RECOMMENDATION:

Application A: 2008/4488

That, subject to any Direction from the Mayor of London, planning permission be refused on the grounds that: -

- 1) The local planning authority is not satisfied that the package provides sufficient benefit to public transport infrastructure in the town centre and is therefore contrary to Core Strategy (Submitted Version) PL 13.
- 2) The local planning authority is not satisfied, on the basis of the information provided and the late modification to the financial package, that affordable housing should be omitted from the scheme. The proposal is therefore contrary to Core Strategy (Submitted Version) Policy IS 5.

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Application B: 2008/4492 (Temporary station).

That planning permission be refused on the grounds that: -

- 1) The application would be premature in the absence of an approved scheme for the redevelopment of Clapham Junction Station and its vicinity. This is contrary to Policy TBE10 of the Wandsworth Unitary Development Plan (Saved policies - August 2003)

Application C: 2008/4493

That Conservation Area Consent be refused on the grounds that: -

- 1) The demolition of buildings in the conservation area would be premature in the absence of an approved scheme to replace the buildings. This is contrary to Policy TBE11 of the Wandsworth Unitary Development Plan (Saved policies - August 2003).

## **APPENDIX 1**

Environmental Statement: The applicants have submitted an Environmental Statement under the Town and Country Planning (Environmental Assessment) (England and Wales) Regulations 1999. The documents submitted comprise the Environmental Statement together with the technical appendices, figures, a non-technical summary and supporting documents. The Environmental Statement provides an overview of the existing environmental baseline conditions including the principal characteristics of the site and surroundings, a description of the development including the planning for construction, the requirement for an Environmental Assessment, and an assessment of the relevant policies for the site and the area, an assessment of alternatives. It then goes on to consider the broad environmental areas, taking into account the baseline conditions, the identification and evaluation of key effects, the evaluation of significance, scope for mitigation, the significance of residual effects following mitigation and monitoring. Additional information was also submitted in relation to certain sections of the Environmental Statement pursuant to Regulation 19 of the above Regulations when the amendments and further information in relation to the planning application were submitted in March 2009, and these are indicated where appropriate. The broad areas discussed in the Environmental Statement are summarised as follows:

Heritage, Townscape and Visual Effects: the Statement considers the planning policy context, explains the methodologies employed for both the assessment of baseline conditions and the effects of the development on heritage, townscape and visual receptors, with possible mitigation measures then considered that could be adopted to offset any effects. The methodology includes a review of the quality of local Conservation Areas, Listed Buildings, features of architectural importance and other townscape considerations, the magnitude of change and sensitivity to change, and the capacity of the townscape to accommodate change of the type proposed.

The visual impact assessment methodology considers the scale of the effect and the quality of effect with consideration of the Accurately Verified Representations (AVR's) submitted. The views chosen for the AVR's takes into account guidance provided by the London Views Management Framework (LVMF) and the Wandsworth 'Important Local Views SPG, Conservation Areas, Listed Buildings, other heritage receptors, where the development may be prominent, residential concentrations, open spaces, potentially sensitive receptors, and townscape and transport nodes. The methodology also takes into account the design quality of the building proposed, looking at the towers, the garden building and the island building. Existing baseline conditions consider the landform and land cover, comprising local land cover, site land cover, vegetation, urban structure and grain, site structure and grain, heights and massing, open space, access, site access and site analysis.

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The Statement continues with an assessment of the scheme on the heritage receptors identified, following the above methodology, considers the effects of the scheme arising from the construction period, followed by the operational effects. The construction effects of the proposal are mainly in terms of cranes and hoardings, which are considered to be temporary, short term, with the effects minor negative and direct at the local level. The operational effects are considered in relation to each of the heritage receptors, and the Statement considers that the proposed development will increase activity in the area, and will have a positive effect on the surrounding area through the high quality design, including the urban design quality, of the proposed development, the replacement of buildings which make little or no contribution to the Conservation Area, and through the regenerative effects of the proposals. The increase in scale of the development in relation to the setting of the listed buildings and Conservation Area is mitigated through the design quality and other benefits.

An assessment of the scheme on the townscape receptors identified, following the above methodology, considers the effects of the scheme arising from the construction period, followed by the operational effects. The construction effects of the proposal relate mainly in terms of cranes and hoardings, which are considered to be temporary, short term, with the effects minor-moderate negative and direct at the local level. The operational effects are considered in relation to each of the townscape receptors, and the Statement considers that the proposed development will be positive, long term, direct and at the local level. Mitigation would be achieved through the design, and as such there would be no residual effects, and no cumulative effects.

The Statement goes on to assess the affects of the scheme on the viewpoints as identified following the methodology and considered both during construction and the effect of the scheme on the townscape receptors. 33 AVR's and 2 night time AVR's with both existing and proposed views, a map showing the location and direction of the photograph, and a commentary on each and the effects are provided. None of the views during operation are considered to have a negative effect, with the significance being either nil to negligible or positive (minor, moderate and major). Illustrations are also given of the kinetic viewing experience, given that the kinetic experience of most views is how they are appreciated in practice.

In Summary this part of the statement concludes the proposed development would have a direct effect on the heritage assets within the area, and the overall effects of the scheme will not harm the setting of historic assets and in many cases will provide beneficial effects through regeneration of the site and through the high quality of the design proposed.

Regulation 19 further information; an outline of the principal design changes is given, and commentary in respect of the likely effects upon heritage and townscape is given as well as information regarding potential views. Further detail is provided in relation

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to the changes in respect of the St John's Hill Elevation Treatment –the St. John's Hill and Falcon Road elevations have been amended in the way they relate to the listed Falcon pub, the Falcon Road building line – the building line has been pulled in to the site to avoid any potential issues or conflicts with pavement widths, the wall between the 'Spanish Steps' and the retail unit in the new pedestrian street has been changed from a translucent finish and replaced with glazing, The Flower Kiosk – has been moved from the top of the 'Spanish Steps' to the eastern flank of Brighton Buildings close to the new Station entrance. The changes do not affect the original assessment, and will result in beneficial effects on heritage and townscape. In addition to the 35 views originally submitted, additional views were prepared in response to comments from Westminster City Council from Westminster Bridge, Parliament Square, and St James' Park. The development would not be seen from any of these viewpoints, and do not therefore give rise to any visual effects.

Transport: the Statement looks at the existing transport situation, including public transport, highway and taxi, pedestrian and cycle provision, and, the key effects both during construction and during operation as a result of the development, including interchange alterations, cycle parking, vehicular access, car parking provision and servicing. It states that the existing station layout suffers from congestion at peak periods, notably in the subway, and St. John's Hill ticket hall, and on some parts of the platforms, with modelling showing that this would be exacerbated by anticipated passenger growth. Improvements to the function and access of the railway station and interchange facilities have been integral to the design of the development, and would be achieved through the proposals.

Detailed consideration has been given to transport arrangements during construction including maintaining safe and effective operation of the railway station, public access, surrounding public highways, parking and interchange facilities. A number of measures are proposed to facilitate this, including a temporary station to Brighton Yard (for which a separate planning application is submitted) which includes a 4 bay taxi rank, disabled drop-off, cycle parking, and a temporary stair access from St Johns Road, relocation of bus stops, temporary footway facilities, and an emergency route from the subway. Mild crowding is likely to occur during temporary station construction due to the more restricted route from the gate line to the overbridge, as well as reduction of footways due to site hoardings, but this is considered acceptable for a temporary situation and has been assessed as being no worse than the existing station.

With regard to construction traffic, it is claimed that approximately 2 vehicles an hour would visit the site during the three year construction period, although this could peak to 6 per hour during demolition and concrete pouring, which are not expected to have a significantly unacceptable impact on the local traffic network.

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It states that improvements to the function and access to the railway station and to interchange facilities, including road, rail, cyclist, pedestrian, bus and taxi, and providing facilities for the mobility impaired have been integral to the design of the proposed development, and the emphasis has been on eliminating the existing problems and introducing improvements with beneficial effects on all modes of transport.

A package of permanent improvements is proposed to the railway as part of the development including the provision of two new station buildings, improved staircases to platforms 3/4, 9/10 and 17, the extension of the new overbridge link to the new Grant Road Station building which would facilitate the re-use of Platform 1, and the provision of land for future realignment of Platform 17 by Network Rail. These are designed to address the acute problems of pedestrian congestion currently experienced at the railway station. Parking and servicing would be contained within the basement of the development. The proposal has the potential to link with the Council's 'Exemplar' scheme, which is subject to TfL funding and a contribution from the applicants. The applicants consider that the traffic generated as a result of the completed development would be less than that generated by the existing mix of uses on the site, and as such there will be no adverse effect. The Statement also assesses that the effects on public transport would be major long term beneficial at a regional (London) level.

The applicants therefore consider that as such, the mitigation of any potential adverse effects has been achieved through the design of both the temporary station during construction, and of the completed development, and additional mitigation is not therefore required. The applicants state that the assessment has not identified any effects upon the various modes of transport that are adverse and require mitigation, except for walking when the temporary station is in operation, and that this effect is minor and relatively short term, and there are therefore no residual effects to consider. The Assessment also considers that given these findings, no monitoring of effects on transport, post construction is required.

'Regulation 19' further information provided in relation to permanent station enhancements, bus enhancements, public transport information, the temporary station, transport interchange alterations, car parking, car clubs, cycle parking, servicing arrangements, pedestrian flow analysis and access, distance comparisons, bus passenger access, disabled passengers, residential trip generation, and a revised Framework Travel Plan. Station enhancements are described in the companion 'Station Improvement Proposals' document. Bus service provision will be enhanced by the transfer of land from network Rail to the Council to enhance the capacity of the Meyrick Arms bus stand adjacent to Grant Road. Revised Highway Drawing 78671-0S-048 submitted with the amended application drawings shows the potential bus interchange layout that can be achieved. The bus stand proposals do not form part of this application.

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Microclimate – Wind: The applicants have considered the effect of the proposed development on the wind or turbulence created as a result of the development, and particularly the towers. The British Research Establishment (BRE) was commissioned and assessed the potential situation through testing a scale model in a wind tunnel. Measurements were taken at 46 locations around the site and at 59 locations around the development, at ground level, podium level and roof level, considering the acceptability or comfort of wind conditions that would be likely to arise for pedestrians. Wind conditions are described in terms of the Beaufort scale, consideration is given to the proposed activity at the given locations, and relates the anticipated wind environment for the location to the activity and gives a comfort criteria.

Regulation 19 further information; Additional wind tunnel testing undertaken, exploring the detailed layout of both the open space and public realm with the landscaping proposed added to this model and full results are provided in the BRE Wind Tunnel Study 23<sup>rd</sup> March 2009. Original information superseded by information from additional testing. In summary and in comparison with effects identified in the original assessment reported, the revised assessment of wind effects identifies 2 locations where conditions would be unsuitable for long term sitting for the year as a whole, compared to 11 previously, and 8 locations unsuitable in winter, compared to 25 previously. Neither are proposed to be used for long term sitting.

Microclimate – Sunlight, Daylight, Overshadowing and Glare: This section assesses the effect of the development on daylight, sunlight, overshadowing, light pollution and solar glare. The applicants have tested the proposed development using relevant legislation and BRE guidelines. In respect of sunlight, daylight, overshadowing they have found that there would be negligible impact on neighbouring properties with no mitigation required, while there is potential for light pollution this could be mitigated through design controls, and while there would be some solar glare the localised effect would be negligible.

In terms of the impact of daylight and sunlight the assessment looks at the impact on residential accommodation above the Falcon public house. The assessment used Vertical Sky Component, Average Daylight Factor & 'No-Sky' calculations to calculate daylight to windows in neighbouring residential properties which are likely to be affected by the development. Analysis of baseline levels show that the existing buildings cause some minor adverse effects on the lower levels of Falcon public house and residential accommodation. It concludes that during construction there would be a temporary reduction in daylight impact (after demolition) and gradually increasing effect as the superstructure is built and the building is clad; the cranes in use during construction will cause an imperceptible impact of a temporary nature. The assessment indicates that whilst of the windows assessed one would experience a major adverse effect when measured against the criteria for Vertical Sky Component, all rooms would comply with BRE target values for Average Daylight Factor and No-

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Sky contour assessment. It goes on to say that overall daylight analysis indicates that whilst potential to receive daylight will be reduced by the proposals the internal lighting conditions will remain well in excess of BRE requirements. Overall the effect of the scheme on neighbouring properties is considered negligible. Sunlight analysis was not undertaken bearing in mind the orientation of the test property in relation to the development site.

With regards to daylight to the development itself the assessment concludes that all rooms in the lowest residential level in each tower will fully comply with BRE minimum target values for Average Daylight Factor. Whilst some rooms would have level of light distribution below that requested by BRE these are bedrooms, which are considered of less importance, and the level would still be above that which could be considered adequate for a city centre location. Overall it states that light levels that would be received by the new residential accommodation within the two towers would be good for a city centre location and the effect is negligible when measured against significant criteria.

The assessment undertakes an overshadowing study in relation to the public amenity space created as part of development. The assessment indicates that shadows cast will affect amenity areas within the scheme proposals. It states that some sun will reach the majority of the new amenity space with only 5.2% of the area receiving no sun on March 21<sup>st</sup>. This is within minimum BRE guidelines, which recommend that no more than 40% of an amenity area is in permanent shadow. The assessment points out that there are currently no other adjacent amenity areas surrounding the development site that would be affected. The assessment includes shadow images which show the long shadows cast by the towers will fall across the tracks of the railway lines to the north of the site, and the long shadows are slender and will move quickly across adjacent land so as not to produce any significant areas of permanent shadow.

An assessment of impact from light spillage was carried out at the rear of the Falcon Public House. A survey of existing night-time light levels and luminaries had not been undertaken. Light spillage during construction is likely to be greater than that of the completed development. It will be occasional and temporary and will be necessary for safe access to and from the Site during darkness. The use of hoardings and directional floodlight controls will help reduce light spill. The assessment indicates that whilst there is potential for light to emit from certain glazed areas of the buildings the maximum level of potential light spill reaching neighbouring residential windows will remain within maximum guidelines. Not known if lux levels created by development will make significant increase to current light levels at night as existing lux levels yet to be ascertained. The assessment indicates that in order to reduce light spillage a lighting scheme has been designed with reference to relevant guidance, to incorporate features such as: low intensity lights, directing light downwards, choosing efficient, well-designed luminaries which direct light to where it is needed; installing luminaries to reduce glare and limit angle of beam; only switch light on when needed;

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using motion sensors; low transmittance glazing and solar blinds. Following careful design of the lighting scheme and incorporating the mitigating measures and with reference to relevant guidance and existing night time lighting levels in city centre locations it considers that potential light spillage effects will be negligible.

The assessment indicates that solar glare occurs when the sun is low in the sky, and is a highly localised and temporary effect dependent on the direction the viewer is looking, the position of the sun and the reflecting surface and localised weather. The effect of solar glare was analysed in 6 specific locations chosen on the basis that they are most likely to be significantly affected by any development generated glare. Analysis was carried out using a 3D model and specialist lighting software and looks at the potential effect on pedestrian, vehicular and railway traffic. There are currently no solar glare issues. The assessment concludes that existing buildings along the north, east, west and part of the southern boundaries would overshadow lower floors therefore preventing significant solar glare affecting street level and railway lines. There would be some solar glare in the points tested, however this would be highly localised and temporary (albeit periodic) and would have a minor adverse effect.

The assessment of sunlight, daylight, overshadowing, light pollution and solar glare concludes that no significant effects will arise, and in the case of solar glare those effects would only be temporary and minor. Although this is dependent with regards to the light pollution and the potential adverse affects being mitigated through detailed design referring to national standards. As a result it concludes that there are no residual effects and therefore no mitigation or monitoring required.

Regulation 19 further information: A supplementary shadowing study was undertaken in 2008. This found that shadows cast by the proposed scheme would not create any shadow on March 21<sup>st</sup> to any areas of the Winstanley Estate. Analysis showed that throughout the year the shadows cast by towers will generally pass across the estate quite quickly and by around 10.30 are largely clear of the estate. On the June analysis it was evident that there would be long periods of the summer months when no shadows will be cast on the estate. The scheme proposals will have a negligible to very minor adverse effect upon the Winstanley Estate for short periods of the morning at different periods of the year.

Ground Conditions Assessment: considers the effect of the proposed development in respect of geology, hydrogeology, contamination and hydrology, with the baseline conditions established by desk-top and intensive investigations documented in a Land Contamination Desk Study, a Geo-Environmental Investigation and a Flood Risk Assessment, the Documents of which are at Appendix 6 of the ES. Ground conditions of the site have been assessed to identify any possible constraints on the development from substances within soils and ground waters resulting from historic and existing use of the site and to assess the potential effects of the proposed development and any risks to sensitive off-site receptors to ensure that redevelopment does not cause

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significant harm through the creation of any pollutant linkages. The affects of disturbance of contaminated land is also considered. The Assessment goes on to consider the legislation and policy context, the history of the site, and the current land uses. The Land Contamination Desk Study did not specifically identify any contaminative uses at the site.

In addition to soil testing and groundwater monitoring, on going monitoring for gases within the soil strata only detected, carbon dioxide, which shows a very low hazard potential. An intrusive investigation included chemical testing, where the only exceedance of standard values were for pH and benzo(a)pyrene, and mitigation in respect of the latter, at the one location identified is indicated in the evaluation of significance of the study. The scope for mitigation proposed to be implemented is for excavation of the deleterious material and disposal having regard to the Landfill Directive legislation and any further information would be on the basis of information from continued monitoring of groundwater and gases.

With regard to hydrology, the Assessment is informed by the submitted Flood Risk Assessment, and considers the surface water features of the site, and the history of flooding. It states that during construction, without mitigation, there could be short-term effects of contamination, but during operation the proposal would not be likely to give rise to significant potential effects on water quality, with the exception of potential release of contaminants from parking areas. It is proposed to implement a Sustainable Urban Drainage System (SUDS) in accordance with PPS25, to include rainwater harvesting, use of roof gardens and storage. It is considered 'highly unlikely' that breaching of Thames defences would affect the site in relation to flood risk. Subsequent to the evaluation of significance, the scope for mitigation is considered in respect of a site specific Environmental Management Plan (EMP) with measures for control during construction and Sustainable Urban Drainage, and no significant residual effects following mitigation identified, and no monitoring considered appropriate.

Regulation 19 further information; Refers to the revised Flood Risk Assessment, stating that further consideration has been given to managing surface water run off through the adoption of sustainable drainage systems, with attenuated storage located beneath the roof gardens (300 cubic m) and pavement (175 cubic m). Proposed surface water management, including harvesting, exceeds EA's requirement to achieve a 50% reduction in run-off.

Noise and Vibration: The potential effects of noise and vibration generated by the proposed development are considered, taking into account the introduction of noise sensitive premises amidst significant road and rail routes, construction related traffic, and noise arising from mechanical and electrical plant associated with the development. Planning Policy Guidance 24, 'Planning and Noise' provides National guidance in this respect. With regard to existing baseline conditions, a comprehensive

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noise survey and vibration survey have been carried out, with details of measurements appended to the Statement. Within the identification and evaluation of the key effects, it is considered that significant levels of noise would be produced by on-site activities and the removal and delivery process, particularly in the first 16 months of the 36 month anticipated process, but findings suggest that the risk of significant effects due to construction noise is relatively low, but risk can be addressed through a considered construction methodology.

With regard to vibration the most significant effects during construction are likely to be through piling during early phases, but the brief and periodic nature of this is considered to be to structural damage rather than community disturbance and to be relatively low in effect, however it will be necessary to consider appropriate vibration management techniques to minimise risk.

The Statement considered that mitigation by way of the use of various strategies including the use of appropriate techniques; plant, screens and hours of operation should be employed in respect of noise and vibration during construction.

With regard to the effect of introducing noise sensitive uses to the site once the development is completed, it is considered that the use of planning conditions will be necessary to ensure that an appropriate level of sound insulation is provided to provide mitigation for future occupants. It is considered that reasonable criteria standards could be achieved through acoustically rated double glazing and high performance wall cladding and acoustically rated ventilation systems. The significance of residual effects following mitigation are therefore considered to be either minor or negligible, although due regard would be given to the Council's code of practice during construction, with monitoring to the Falcon PH, and monitoring of noise related conditions and targets.

Air Quality: The Assessment has used air quality monitoring data, and air quality dispersal data to predict future air quality at the application site and takes into account relevant legislation, policy and guidance, with data from information from the Wandsworth Air Quality Management Area used in establishing the existing baseline conditions. In identification and evaluation of the key effects, research has shown that dust is the most likely nuisance effect during construction, whilst during operation the effects of proximity to busy roads are considered to have the most likely impact on air quality. In the evaluation of the significance of the effects on air quality, it considers that the effect of construction dust is more likely to be a nuisance and be short to medium term and episodic, and related to distance from the site, and during operation of the development. It also predicts that air pollutant concentrations will fall over time, given improvements in vehicle technology and a range of national measures aimed at traffic and industry. In respect of scope for mitigation, the Statement looks to use best practice guidance during construction, and integrated with a site specific Environmental Management Plan with details to be submitted prior to

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commencement, and consider that during operation the building is not predicted to lead to a significant degradation in local air quality and no mitigation is therefore required. Emissions from the biomass boiler would vent at the top of the residential towers, in excess of 140m high, and local emissions would therefore not be significantly affected in this respect. A monitoring protocol should be adopted in respect of air quality, although six diffusion tubes have already been installed at agreed locations around the site and which can be used to inform future monitoring, and WBC will continue monitoring through the local Air Quality Management regime.

Regulation 19 further information; An agreement to funding the installation, maintenance and running of an air quality monitoring station has been reached to the sum of £84,361. Biomass boiler would vent at 140m AOD, and therefore effect on local emissions would be very small. Any residual effects considered to be negligible.

Telecommunications/electromagnetic Interference: The potential effects on radio, satellite and terrestrial television signals have been considered by means of a desk-based assessment. Only those parts of structures that exceed the height of surroundings are considered to have an effect, and the existing baseline conditions consider signal transmission, electromagnetic shadows, reflections, and the analogue to digital changeover. In identification of the key effects it is concluded that radio reception and satellite television is unlikely to be significantly impaired, and terrestrial television may suffer from poor reception during construction as a result of tower cranes, but is likely to be reduced or eliminated once facades have been completed as signals are able to flow more easily around a completed structure. In relation to mitigation and monitoring it is stated that it will be necessary to carry out a pre-build survey and a further survey up to practical completion, and depending on results, the possibility of a higher grain aerial and/or signal booster, rotation of aerials or use of cable or satellite.

In relation to electromagnetic interference (EMI), a survey has been carried out resulting from the railway and other sources of EMI upon electronic, IT and communications equipment within the proposed development, which concludes that ambient EMI levels within the development boundary are below the threshold of electronic equipment malfunction, and electromagnetic field levels within all areas surveyed are within UK and European recommended health and safety limits, and no mitigation is therefore required in this respect.

Regulation 19 further information; Assessment of effects in Environmental Statement remain unaffected.

Socio-economic effects: The statement assess the likely significant socio-economic effects of the proposed development arising from the provision of new housing, increases in population, spending and retail floorspace and the effects on local

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infrastructure. The statement uses figures from the National Office of Statistics, the National Housing Federation, census data, and in terms of the existing baseline situation considers population, ethnicity, housing, employment, deprivation, health care facilities, education facilities, community facilities, open space, and retail facilities. It estimates that at present some 597 people are employed at the site, during construction some 2,200 people would be employed, with approximately half on site, and 742 as a result of the completed development, giving a net increase of 145. The Statement projects that the 556 residential units would give rise to an increase in population of 770 people giving rise to a minor beneficial effect, that the local GP's have sufficient capacity to absorb the increase in population, (and points out that the Wandsworth PCT have stated that they are investigating proposals for a new primary care centre in Grant Road), states that the effect on demand for school places in the Borough would be negligible, that the increased local spending in the retail facilities would result in a minor beneficial effect, and that the 1,003 sqm of open space provided by the roof garden would be of minor beneficial significance. Overall the Statement claims that in relation socio-economics, there would no negative effects and the principal benefit would be the provision of new homes, which would contribute to the regeneration of the wider area. No mitigation or monitoring is recommended.

Ecology: The Statement considers the relevant legislation, policy, designations and criteria, and explains the desk study and field surveys undertaken, as well as the current form of the site, which is dominated by built form. It states that existing flora is not of any particular significance, and there is no evidence of any protected species within the site, with no evidence found of bats, Black Redstart, Swifts and Hirundines, badgers, hedgehogs, reptiles and stag beetles with the exception of the Dunnock, which has been seen and is a Bio-diversity Action Plan 'Priority' species, but is said to be common in urban situations. The effects of the development both during construction and in operation are therefore considered not to be significant, however, mitigation measure proposed include incorporating native planting within the roof top garden which would provide a food supply for birds, to remove the small remaining patches of Japanese Knotweed, to continue to monitor for bat and bird presence, and house sparrow boxes would be placed on the building. The residual effects of the development on ecology following mitigation are not considered to be significant.

Archaeology: The Statement considers the proposed development in respect of the potential survival of archaeological remains. A desk based assessment considered the historical and architectural background of the area, looking at the history of the site and area from Palaeolithic times, including the first railway through the site in 1838, which started the increase in development of the vicinity which accelerated through the second half of the 19<sup>th</sup> Century, with Clapham Junction Station opening in 1863, originally under the name of Battersea Station, and by 1920 it was the busiest railway junction in the world. The present Falcon Public House was built in 1880 on the site of the original inn .By 1935 the area was fully developed and Clapham Junction had

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replaced the historic core of Battersea as the commercial hub of the area, although the area was heavily bombed during the war, with two direct hits on the site. The present buildings on the site between Prested Road and Falcon Road were built during the mid-1980's. The Archaeological Priority Area, which extends into the southern part of the site, reflects the potential for artefacts or surfaces to be found, however, this is uncertain due to lack of recorded evidence from within the study area, and the oldest site to contain a building, the Falcon, is to remain undisturbed.

The desk-based assessment considers that the potential for discovery of archaeological features based on known sites and landscape development is low for the Prehistoric, Roman and Medieval periods, but high for Post-Medieval and Industrial periods. In mitigation the Statement considers that a condition is likely during groundworks and excavation with regard to the assessment of geotechnical data to assess potential, a targeted evaluation of trenches, any subsequent longer scale excavation as may be identified, and a targeted watching brief during construction. As such residual effects are not likely to be significant post construction monitoring would not be appropriate or necessary.

Sustainability: This section considers how the proposed development conforms to the principles and detailed aspects of sustainable development in the context of some of the key elements of sustainability including transport and location, energy and waste. The broad consideration of the sustainability of the development has been looked at in relation to international, national, regional and local policies concerned with 'sustainable development' and with regards to the Greater London Authority's Sustainability Checklist and Wandsworth Borough Council's Sustainability Objectives. Consideration has been given to: reuse, natural systems, energy, materials, water, flooding and pollution, comfort and security, natural environment, waste and sustainable construction.

The assessment indicates that the proposal, being a located within a designated Town Centre and integrated closely with an improved railway station, is readily accessible to a range of transport modes therefore reducing the need to travel by car, and would optimise and enhance transport sustainability whilst addressing problems of pedestrian congestion and passenger safety. The proposal aims to reduce CO2 emissions within the development through passive design and energy efficient measures, which combined are proposed to deliver a development which achieves 20% reduction of CO2 emissions. In addition the development has been designed to be 'lean' in its use of energy through the implementation of a community energy system with a single energy centre to provide heating and cooling to the entire development to include a tri-generation plant and biomass boiler. The assessment concludes that the overall result is that CO2 emissions as a whole would be 33% better than Part L 2006. Opportunities to link the energy system to other developments in the vicinity are being investigated.

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The assessment considers the development in relation to various environmental assessment tools. The development intends to include sustainable design measures in order to achieve an EcoHomes (2006) 'Excellent' rating for the residential element and, whilst in respect of standards within the Code for Sustainable Homes compliance with a particular level cannot be confirmed at the time of the planning application, a pre-assessment indicates that a Code Level 3 rating is potentially achievable. The assessment indicates that the proposed development seeks to achieve a BREEAM (2006) rating of 'Very Good' for the retail element with an aspiration to achieve 'Excellent' by adopting a holistic approach of measures in the design, fit out and operation of the retail areas.

The assessment indicates that residential and commercial waste management strategies have been prepared based upon relevant legislation and guidance. Separate residential and commercial storage areas, comprising separate general waste and recycling compactors, would be provided within the basement.

The assessment looks at the development in relation to the GLA sustainability checklist. With regards to 'reuse' it concludes that the development would reuse previously developed land and seeks the best use of the land by increasing density (to within the identified range for the area) and providing a mix of retail, residential and leisure uses. The assessment indicates that it was not practicable to pursue options to substantially reuse buildings on the site, although The Brighton Buildings would be retained and reused. The assessment indicates that a new outdoor space would be provided to the roof of the retail units providing potential ecological benefits for the site and residents.

With regards to 'natural systems' the assessment indicates that the proposed development has been designed incorporating the principles of good design, and the energy demand of the building has been minimised through careful design of built form and services, and that the scheme is exemplar in terms of CO2 emissions. The assessment indicates that the proposal includes a community energy system which facilitates the integration of low or zero carbon technologies. It also incorporates passive design features that would minimise the requirement for mechanical building services systems. The assessment indicates that the retail buildings are flexibly designed to allow for different tenant requirements and the residential flats each have one room which could be adapted to be used as a study in line with the requirement for design flexibility. The building has been designed to include an efficient whole-house ventilation system with heating recovery in order to reduce heat losses and heating requirements. Public spaces and footpaths would be shaded by buildings and new landscaping in line with requirements to adapt to and mitigate for the effect of the urban heat island. The assessment indicates that cycle facilities would be provided to promote use of cycling as a mode of transport and electric car charging points are provided.

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With regards to 'energy' the assessment indicates that a range of energy technologies have been appraised for potential inclusion as on-site energy generation sources with the conclusion that a tri-generation plant (giving 12% reduction in CO<sub>2</sub> emissions) and biomass boiler (giving 5% reduction in CO<sub>2</sub>) would be the most sustainable option. The inclusion of biomass heating is subject to ongoing consideration in respect of the cumulative effect upon air quality. The assessment indicates that various lighting and local thermostatic control systems would ensure building services are not in operation when they are not needed. The development would not contribute to London's hydrogen economy as the technology is not mature and a hydrogen supply is not available.

With regards to 'materials' the assessment indicates that where possible timber used in construction will be FSC certified and sourced from ISO 14001 certified suppliers and that the development would use insulation materials with a zero Ozone Depletion Potential and a Global Warming Potential of 5 or less. The use of new aggregates would be minimised and recycled aggregates would be specified for a proportion of 'high grade' aggregate uses. Materials would be sourced from within 30 miles of the site where this does not conflict with other sustainable construction techniques. The Waste and Resources Action Programme (WRAP) toolkit will be used to maximise the proportion of recycled content in construction materials.

With regards to 'water' the assessment indicates that water efficient devices would be used to reduce water consumption to residential units and water meters would be installed in retail areas. Rainwater recycling would be provided for irrigation and public toilets. Grey water recycling is not proposed as it would require implementation of an individual system in each residential dwelling.

With regards to 'flooding and pollution' the assessment indicates that the proposed development is designed with façade specifications and a whole house mechanical ventilation system to ensure occupants will live with a comfortable noise level. Based on guidance provided by PPG24 planning conditions will be necessary to ensure that an appropriate level of sound insulation is provided for future occupiers. The assessment indicates that the biomass boiler would require a stack height of no more than 30m to ensure ground level concentrations of NO<sub>x</sub> and OM10 are not adversely affected. The assessment indicates that the development incorporates surface water run-off attenuation measures including a roof garden and rainwater holding facilities to provide 50% attenuation of water run-off from all roof areas to the municipal drainage system. A SUDS system will be implemented in accordance with Annex F of PPS25. The effect of the new development on the surrounding area is likely to be negligible in terms of wind.

With regards to 'comfort and security' the assessment indicates that material specification and indoor comfort will be considered in the choice of indoor materials. The assessment indicates that the principles of inclusive design have been integrated into the development and the residential element of the scheme is designed to achieve

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lifetime Homes Standards throughout and the development has given regard to legislation and guidance regarding access for people with disabilities. The assessment indicates that the provision of infrastructure to allow virtual communications is achievable and will be considered in further detail at the detailed internal design stage. The assessment indicates that the principles of the document 'secure by design' have been embodied in the design of the development.

With regards to 'natural environment' the assessment indicates that the scheme would include an area of greenery for residents in a roof garden and a landscaped public open space. An increase in biodiversity is to be secured through use of a high proportion of native species in the roof garden, which is likely to constitute minor beneficial effect. The assessment indicates that access to open space of Clapham and Wandsworth Common is within 800m of the site however access to child play space closer to the development is limited therefore the proposal includes high quality open space within the roof garden including a child play area.

With regards to 'waste' it is indicated that prior to demolition it will be investigated which of the demolition materials can be used, in the construction of a detailed Site Waste Management Plan. The proposed development will maximise the proportion of recycled content in construction materials and aims to achieve a high recycling rate on operation with separate general and recyclable waste containers in each apartment. The assessment suggests that the incorporation of waste recovery facilities is not appropriate to the location or nature of development. It is suggested that given the high-rise nature of the scheme a substantial degree of prefabrication and standardisation would be necessary.

With regards to 'sustainable construction' the assessment indicates that a Site Waste Management Plan would be prepared during detailed design and a bespoke Environmental Management Plan would be prepared prior to construction to incorporate measures to mitigate potential effects on the environment. Dust and emissions measures will be implemented during construction to minimise pollution. The Environmental Management Plan would incorporate a method statement to assist in dealing with the occurrence of birds and bats or other protected species during demolition or construction. The developer will ensure contractors sign up to the relevant considerate construction scheme.

Residual Effects, Interrelationships and Cumulative Effects: This section considers the residual effects of the scheme and the potential interrelationships between effects and any cumulative effects of the scheme, as well as the effect of other developments proposed. The Statement goes on to look at the resulting residual effects identified for each of the topic areas above and. It considers that the relationship between transport effects, particularly between vehicle and train, and the effect on people in terms of noise and air quality is easily identifiable, as are those during construction in relation to dust noise and visual effects. The effects during construction are principally

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proposed to be mitigated through site management controls and are considered to be relatively short term and temporary. The potential for other developments at the station by the rail authorities without the requirement for planning permission has been considered, as well as proposals by WBC and TfL for changes to the highway network around the site. Consideration has also been given to other significant developments with planning permission or under discussion both smaller developments in proximity and larger developments in the wider area, for potential cumulative effects. The cumulative effects considered include the Ram Brewery, if built, would also include tall buildings, although this visual effect would be limited to just a few views. In summary, the statement does not identify any adverse cumulative effects during construction that would materially affect the Clapham Junction development in isolation, and considers that during operation there would be some beneficial effects in respect of socio-economic effects relating to housing, population and spending identified. Some increased demand for local healthcare is identified should all the developments come forward, although improved facilities at Clapham Junction are now being brought forward by the PCT.

Regulation 19 further information; Consideration has been given to the potential for different significant effects to arise from changes to the proposed development in the context of the further information with no material change in effects considered overall.

The assessment concludes that the proposal would provide a mixed-use development on previously developed land in an urban location adjoining and including a major transport interchange, which is readily accessed by non-car modes of transport, consistent with the tenets of sustainable development. Consideration of the design, construction and operation of the development within the GLA framework and assessment tools such as BREEAM provide further indications of the integration of sustainable development principles within the proposed development which should deliver sustainable development benefits to the site and its surroundings.

CONCLUSION: The applicants Environmental Statement has been assessed by officers to ensure it meets the EIA Regulations 1999 and whether it contains sufficient information to determine whether or not planning permission should be granted, and the planning conditions/obligations that need to be attached to the permission. Further information has been requested where considered necessary and consulted upon.

The Environmental Statement including the further information is considered to meet the EIA Regulations and provide satisfactory levels of information in order for a proper assessment to have been undertaken of the environmental effects of the development proposals. The details in the ES are considered to be sufficiently comprehensive to provide a robust EIA and allow for a comprehensive assessment of the environmental impacts of the proposed development.

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The Town Hall  
Wandsworth  
SW18 2PU

A G McDonald  
Borough Planner

12th May 2009

### **Background Papers**

The following background papers were used in the preparation of this report:

1. Unitary Development Plan 2003 – available at <http://www.wandsworth.gov.uk/Home/EnvironmentandTransport/PlanningService/UnitaryDevelopmentPlan/udp.htm>
2. London Plan 2004 – available from GLA
3. Government guidance – available from ODPM
4. Representations from third parties and supporting material submitted by applicants – available at <http://www.wandsworth.gov.uk/gis/search/Search.aspx>

All reports to Overview and Scrutiny Committees, regulatory and other committees, the Executive and the full Council can be viewed on the Council's website ([www.wandsworth.gov.uk/moderngov](http://www.wandsworth.gov.uk/moderngov)) unless the report was published before May 2001, in which case the committee secretary can supply it if required.