

WANDSWORTH BOROUGH COUNCIL

PLANNING APPLICATIONS COMMITTEE – 16TH SEPTEMBER 2009

Details of applications for permission to develop on land on south side of Nine Elms Lane including Ponton Road, SW8 together with the Borough Planner’s recommendation on each proposal.

<u>Ref.</u>	<u>Address</u>	<u>Proposal</u>
2009/1506 2009/1507 05 May 2009	Land on south side of Nine Elms Lane incorporating Ponton Road, SW8	A) Redevelopment of an area of 2.15 hectares to provide a new United States Embassy, to a maximum possible height of 97m, associated buildings, and new access road from Nine Elms Lane. (Outline application) B) Formation of new junctions and new road to replace Ponton Road, to be located between Nine Elms Lane and Post Office Way, and associated alterations to Nine Elms Lane.
MH	Queenstown	

List of abbreviations used in this report

ADF: Average Daylight Factor  
AOD: Above Ordnance Datum (Sea Level)  
AQMA: Air Quality Management Area  
ASPH: Annual Sunlight Probable Hours  
AVR: Accurately Verified Representations.  
BRE: Building Research Establishment  
BREEAM: Building Research Establishment Environmental Assessment Method  
CABE: The Commission for Architecture and the Built Environment  
CAZ: Central Activities Zone.  
CCHP: Combined Cooling, Heating and Power  
CHP: Combined Heat and Power  
CCS: Considerate Constructor Scheme  
CMS: Construction Method Statement  
CPZ: Controlled Parking Zone  
EA: Environment Agency  
EDO: Economic Development Officer  
EH: English Heritage  
EIA: Environmental Impact Assessment  
EMI: Electro Magnetic Interference

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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  
LDF: Local Development Framework  
LGV: Light Goods Vehicle  
LBW: London Borough of Wandsworth Council  
LEED: Leadership in Energy and Environmental Design  
LPA: Local Planning Authority  
LVMF: London Views Management Framework  
MGV: Medium Goods Vehicle  
NSC: No Sky Contour  
OAPF: Opportunity Area Planning Framework.  
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  
SUDS: Sustainable Urban Drainage System  
TA: Transport Assessment  
TfL: Transport for London  
TPC: Travel Plan Co-ordinator  
UDP: Unitary Development Plan  
VSC: Vertical Sky Component  
ZoI: Zone of Influence

SITE: A) 2.15 hectare site of irregular shape, fronted by Nine Elms Lane to the N. with the present Ponton Road passing through the site on a N/S alignment, with the River Thames running 50m to the N and the Vauxhall-Clapham Junction railway viaduct 100m to the S. The Vauxhall transport interchange is some 600m to the NE.

B) Site of 1.29 ha for the new road to replace the existing Ponton Road, running S from Nine Elms Lane to the west and south of the site and including an element of Nine Elms Lane running to the N. of the site.

The site currently comprises 6 one and two-storey buildings, The South Bank Business Centre buildings are to the E. of the existing Ponton Road comprising 4 buildings in a variety of business uses, with a car showroom and service centre to the N. and a fine art storage facility to the S. on the W. side of Ponton Road. Part of the

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site of the new Ponton Road is on land occupied by the vacant six-storey Stationery Office building to the W of the main Embassy site.

To the S of Nine Elms Lane, W of the Embassy site and E of the new Ponton Road would be an area of land of some 4,000 sqm, which is excluded from either planning application, but surrounded by both. No details are given as to how or when this piece of land would be developed.

To the NE of the site is the extensive site of the New Covent Garden Flower Market, with the part single/ part two-storey DHL distribution depot to the SE. To the S are further storage and distribution buildings. Further to the W. is the Royal Mail South London Mail Centre, and beyond the railway viaduct to the S. and SW. is the New Covent Garden Market complex. Across Nine Elms Lane to the N. is Elm Quay, a 34m high, ten-storey residential building, with Riverside Court, a 24m high seven-storey building to the NE.

Middle Wharf and Prescott Wharf fronts the River Thames 80 m to the NW of the site. Bourne Valley Wharf, which is disused, and is not safeguarded, fronts the River to the N. of the site, E of Elm Quay.

The site is identified in the Core Strategy as being within the Nine Elms Opportunity Area, as well as an Archaeological Priority Area, and is identified in the London Plan as being within Vauxhall Battersea Nine Elms Opportunity Area of the Central Activities Zone (CAZ). The site lies within a high flood risk zone (3). The site has a Public Transport Accessibility Level of 4 (where 1 is the least, and 6 the most accessible). The nearest conservation area is St. George's Square, across the River Thames to the N in Westminster facing the site.

HISTORY: South Bank Business Centre, 1 Ponton Road; No relevant history subsequent to construction and expansion in 1970's.

Car showroom and premises, Units 2-4 Ponton Road, 1992; p.p. Use of the building as a car workshop and showroom (with external display area). No relevant subsequent history.

Warehouse, offices and premises, Units 6-12 Ponton Road; 1980 p.p. erection of light industrial and warehousing buildings. No relevant subsequent history.

DETAILS: A). An outline planning application is submitted for redevelopment of an area of land of 2.15 hectares to provide a new Embassy building for the United States of America, with three associated pavilion buildings, with all matters reserved for further consideration with the exception of access. The detailed design of the building is subject to a design competition, which is taking place at present, with 4 U.S. architectural practices having been shortlisted. A number of parameter plans have been submitted with the application, which show the minimum and maximum design

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envelopes of the Embassy and Pavilion Buildings. No detailed elevations or floor plans are therefore provided at this stage. Plans have also been submitted which identify the vehicular access points into the site, as well as indications of the pedestrian access points, and indications of the site layout.

The main Embassy building would provide between 40,477 sqm of Gross Internal Area (GIA) and 51,350 sqm GIA. Drawings have been submitted showing a maximum design envelope, which would have a maximum possible height of 97.2m along a N/S central spine and a minimum design envelope rising to 56m A.O.D. The applicants anticipate that the building will take up approximately 40% of the maximum design envelope, with the height to be in the region of fifteen to twenty-storeys. The building would be in the centre of the site, with its maximum footprint defined by the requirement for a 30m setback between any face of the building and the property boundary as one of its main design parameters. The irregular footprint of the building would have a maximum length of 93.5m (N-S) and a maximum width of 101m (E-W). The Embassy building is proposed to include public and representational spaces, a consular section, diplomatic and governmental agency departments, embassy business and employee support and recreational and social areas. A warehouse, maintenance workshop and residence quarters for a detachment of U.S. Marines are also proposed. In addition to 800 employees it is estimated the Embassy would attract 1,100 visitors per day, comprising 700 visa appointments (100 per hour) and 400 American Citizen Services (ACS) appointments (57 per hour).

The area within the 30m security zone would be landscaped, with the design of such landscaping to be submitted as a reserve matter, although the Design Competition Winners would design this integrally with the building. The applicants have indicated that this security zone could display works of art within the landscaped setting. A security boundary will surround the site, which would have the functions of providing security against unauthorised traffic and ramming, and also to prevent unauthorised pedestrian access, and is likely to be between 2.75 and 4.2m in height. Details of this will also be reserved, and the Design Competition Winners would also design this integrally with the building.

Three smaller pavilion buildings are also proposed adjacent to the perimeter of the site to control separate access and security functions for the building, and would each have a maximum height of 5m. These comprise; P1, to the east of the Embassy which would be between 200 and 450 sqm and would be specifically an entrance for Ambassador, VIP's and staff for both vehicles and pedestrians, accessed by a new estate road internal to, and running along the NE boundary of the site. P2, to the east of the Embassy which would be between 77 and 300 sqm GIA and would be specifically an entrance for day to day visitors to the Embassy such as those obtaining Visas and other such regular functions, and would be a pedestrian only entrance. P3, to the south-west of the Embassy adjacent to the new Ponton Road, which would be between 200 and 600 sqm GIA and would provide an entrance for staff and servicing

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functions of the building for both vehicles and pedestrians. The location of these pavilions is not fixed for the purposes of this application, with locations proposed indicative at this stage.

Pedestrian access is proposed to pavilion P2, to the south of the building, via the new access road to the east of the site. The applicants have proposed a public piazza adjoining the southern boundary of the site, to complement the pedestrian access point to pavilion P2, although this piazza is outside the 'red line' site boundary.

On-site operational parking is proposed within a basement level, with space proposed for 131 cars, with access through P2. These spaces would comprise 7 spaces for maintenance vehicles, 29 spaces for day passes for visiting staff allocated on a permit basis, and 95 spaces occupied by a fleet of official cars operated by the Embassy, with designated drivers with security clearance used for meetings during business hours when required. 4% of the spaces would be reserved for people with disabilities.

The applicants are proposing to provide 8 cycle parking spaces for visitors to the site, which would be provided outside the Embassy compound, adjacent to the S. boundary, within the application site B), along with a hire station with space for 12 cycles for the Mayor's Cycle Hire Scheme. 52 cycle parking spaces for staff would be provided within the basement parking area.

Taxi parking is proposed adjacent to the new Ponton Road to the S of the proposed Embassy.

B). Is a full planning application for the provision of a new Ponton Road of some 200m length running from Nine Elms Lane (where a new signal controlled junction would be provided), to the W. of its present alignment, linking with Post Office Way (which is a private road), and joining the existing Ponton Road to the S. of the Embassy site. The new road would replace the existing Ponton Road, which would become part of the application site for the Embassy building. An 11m wide vehicular roadway would be provided, with pedestrian footways on either side and would provide vehicular access to the Embassy via pavilion P3, as well as the main access to the South London Mail Centre via Post Office Way and other premises to the south on Ponton Way. The new road is proposed to be completed and open for use prior to the closure of the existing Ponton Road, and therefore before any construction work can begin on the new Embassy planned for 2012.

The application also involves improvement to, and widening of a 400m stretch of Nine Elms Lane which fronts the proposed Embassy site, including a new secondary access at the eastern end of the Embassy development. This secondary access would be an arm of some 25m, which would then join with the main application site boundary. The applicants are proposing to provide a replacement access to Elm Quay Court to replace that lost by the removal of the existing Ponton Road, with which it shares controlled signals at present, with the replacement incorporated into the

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proposed new junction but with signals triggered by vehicles entering and leaving the building only. The application boundaries for A) the Embassy and B) the new road abut one another with the exception of the triangular piece of land to the S of Nine Elms Lane, W of the Embassy site and E of the new Ponton Road, which would be retained in the ownership of Ballymore.

The existing sewer under Ponton Road would need to be abandoned and a new sewer to be constructed under the new highway between Post Office Way and Nine Elms Lane, which will need to be acceptable to Thames Water for adoption.

Amendments/Additional Information

Subsequent to the original submission of the planning application, the applicants have submitted further information in respect of the following:-

- 1) Additional information provided in respect of security and assessment of incidents at present Embassy in recent years.
- 2) Amendments to design of proposed Ponton Road junction with Nine Elms Lane in respect of an increase to flares and increase of lane widths to 4.4m.
- 3) Changes to Elm Quay Court access to provide signal controls triggered by vehicle movements.
- 4) Agreement to an informative that the positions of the pavilions are not fixed.
- 5) Removal of signalisation from the E (Ambassadors) access road.

Section 106 Agreement:

A) A draft Section 106 Agreement Heads of Terms in respect of the main Embassy application would cover:-

1. A contribution to transport improvements in the area including; Crossrail or other strategic transport intervention/Northern Line extension
2. A contribution to local transport improvements Increased demand for bus trips between Vauxhall and Nine Elms; impact of increased demand on Vauxhall rail station; increased demand for tube services to and from Vauxhall underground station, increased taxi demand; alterations to CPZ; increased pedestrian flows from Vauxhall to Nine Elms; improvements to Thames Path; promoting cycling/cycle hire and a Travel Plan.
3. Contributions to the Mayor's Cycle Hire scheme
4. Environmental improvements to Nine Elms Lane
5. Delivery of Plaza, of a minimum of 1,250 sqm in area, to adjoin the SE boundary of the site.
6. Linear Park and pedestrian/cycle link/access road between Nine Elms Lane and Wandsworth Road contributions.
7. Local Employment Agreement.
8. Enhancement of open space fronting River Thames to E. of Elm Quay and adjoining Riverside Walk.
9. Commitment to achieving a 30% carbon reduction.

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10. Commitment to further work regarding heating and cooling, and link to district network.
11. Targets for CO2 savings from renewable technologies.
12. Design Review Panel
13. Public Art Installation
14. Applicants commitment to using endeavours to resolve the concerns of RMG.

B) For the new road application S106 Agreement Heads of Terms (including agreements under Sections 38 and 278 of the Highways Act as necessary) would cover;

1. Improvements and alterations to Nine Elms Lane including the installation and alterations to the traffic signal arrangements at the existing and proposed junctions and any alterations to the utility services
2. Stopping up and diversion of Ponton Road
3. Applicant to meet the cost of constructing the new Ponton Road to a design approved by this Council. Design to be fully safety audited. Dedicate the new highway and the Council to adopt it as a public highway and to meet the cost of relaying the footway along the frontages of the development and secondary access.
4. Inspection fees (7%).

Environmental Statement: The applicants have submitted an Environmental Statement (ES) under the Town and Country Planning (Environmental Assessment) (England and Wales) Regulations 1999. The ES is submitted in relation to the outline planning application for the Embassy (2009/1506); the planning application for the road (2009/1507) is not required to be accompanied by an ES, although as the two applications are intrinsically linked, consideration is given to any potential effect of the road reconfiguration cumulative with the Embassy development.

The documents submitted comprise the main text of the Environmental Statement as well as a Townscape, Visual and Built Heritage Assessment as a separate volume together with appendices, a non-technical summary and supporting documents.

The Environmental Statement describes the likely significant environmental effects of the development during construction and following its completion. Where significant adverse effects are identified, the ES sets out methods to prevent, reduce or offset these effects, which are collectively known as mitigation measures.

The ES sets out the methodology for undertaking the EIA, describes the existing land uses, the site selection process and design process, the proposed development and goes on to assess the following broad area:

- Development Programme and Construction.
- Socio-economics
- Transportation and Access
- Air Quality.
- Noise and Vibration.

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- Archaeology.
- Ground Conditions and Contaminants.
- Water Resources and Flood Risk
- Ecology.
- Wind
- Sunlight, Daylight and Overshadowing.
- Telecommunications.
- Townscape, Visual and Built Heritage Assessment.
- Cumulative Effects

A summary of the Environmental Statement can be seen in Appendix 1. In conclusion, the applicant's 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 a permission.

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) Site and Press Notices. 3000 neighbours letters delivered, 31 neighbour letters of objection,

Loss of residential amenity and visual impact:- Residents in Elm Quay will be directly affected by loss of outlook as upper bedrooms overlook Nine Elms Lane with uninterrupted views of Crystal Palace, Sydenham Hill and of skyline, as existing Jack Barclay Building is only one storey high; loss of privacy; neighbours would be completely overlooked; the proposal would result in loss of view; overshadowing of neighbours building; loss of amenity for occupiers of Millennium House, Belvedere House, Elm Quay, the proposal would be three times the size of Elm Quay ; at 97m high the build would block view and sunlight from the south throughout almost all the day; lead to increase in noise pollution; result in enormous detrimental effect on the homes. Proposed building would look down on neighbouring buildings and not be in keeping with surrounding buildings; the height of the building would be unreasonable and would dwarf all neighbouring buildings; be totally out of scale with the locality with the mass of the structure too great. The proposal would affect strategic and local views, lack of architectural coherence, the proposal would fail to enhance riverside views; will compete with the iconic power station; interfere with many sightlines; offer unwelcome disfigurement to the skyline opposite Pimlico and especially St. George's Square.



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Transport issues:-The proposal does not account for residents entering and leaving Elm Quay without causing an accident; lack of transport facilities; likely that a high proportion of visitors will be by car particularly during rush hour; construction would require high amount of site traffic and delivery of materials and would be detrimental to the traffic flows; the proposed parking provision (131) will be inadequate. Fire engines and ambulances would not be able to gain uninterrupted access to Elm Quay. Traffic impacts are unacceptable; loss of unrestricted parking along Ponton Road.

Security issues:-Would present a security risk; site could be possible location point for demonstrations and could affect up to 200 people per day including children during school run; London residents should not be placed under unnecessary risk by the location of the US Embassy being close to the river; to construct such a prominent target so close to what is already regarded as a weak spot seems extremely irresponsible. The Embassy would require security walls/fencing, which by its nature will be unsightly; potential telecommunications blackspot due to security issues.

Other issues:-Conflict with local and government policies; contribution to local economy and employment would be minimum; the proposal would result in loss of small, efficient, essential businesses; no necessity for building to maximise density; concern over the impact of raised levels of water table; the prolonged period of development will cause significant noise and dirt pollution to Elm Quay Court; enormous disruption arising from the reconfiguration of Nine Elms Lane and Ponton Road; lead to reduction of capital values of neighbouring properties; increase in insurance costs; hours of operation sits ill within a mixed use residential area; drawings are misleading.

4 letters of support. The proposal is a great idea and will help to keep Wandsworth in the London picture and greatly improve the status and condition of the area, will add to the profile of the river on the south; Nine Elms Lane is sadly in desperate need of a proposal of this type to continue the much needed regeneration of the area; such a landmark development will kick start other nearby high quality and sustainable development with further support facilities and amenities; scale of proposed scheme is brave and bold; needs to be substantial to provide the landmark that is required; will not over-impose given the size of Battersea Power Station and the pending St George tower; the proposal will revitalise the much neglected river frontage; real opportunity for a building design by world class architect to put the area on the map.

**B) Site and Press Notices.** 213 neighbour letters, 30 individual letters of objection, 1 objection from Royal Mail Group, letter from Riverside Maintenance Ltd

The proposed new junction ignores vehicular access into Elm Quay Court and denies pedestrian access to cross Nine Elms Lane; no account has been taken of the vehicle access needs of the residents; removal of traffic lights would lead to increased collisions; there have been two people killed outside of Elm Quay Court, one neighbour hit by speeding traffic roaring down one of the busiest roads in London;

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removal of lights at the current junction of Ponton Road and Nine Elms Lane will make access to Elm Quay Court travelling south almost impossible. The proposal will make it virtually impossible and highly dangerous to exit Elm Quay Court into Nine Elms Lane by turning right to head west. Nine Elms Lane has continuous traffic heading west which is only broken by existing traffic lights which enables this right turn; proposed traffic lights will be rarely used and pedestrian traffic will not give the breaks in traffic as suggested. Exceedingly difficult and dangerous to turn left into Elm Quay Court from Nine Elms Lane. The proposal would extend the bus lane up to the entrance of the Court and require east bound traffic wishing to enter Elm Quay Court to cut across existing bus lane without any turning or slipping distance, blocking traffic and dodging past fast moving traffic. The proposal will make it exceedingly dangerous to turn right from Nine Elms Lane into Elm Quay Court; residents will have to dodge fast following traffic when leaving and turning into Elm Quay Court. This is an accident waiting to happen; the proposal will make it virtually impossible and highly dangerous to exit Elm Quay Court into Nine Elms Lane by turning left to head east. Existing vehicles will either have to either wait in the box junction or dodge across the bus lane and with removal of lights nothing to create window gap.

The proposal would result in loss of valuable free parking in Ponton Road and new road will be restricted because of security issues; significant increase in amount of traffic using this junction; detrimental to the local residents environment; increasing traffic and junction noise; Junction should be moved further to the west; stop and start traffic noise and concentration of vehicle exhaust will be much closer to habitants in Elm Quay Court and give rise to loss of residential amenity in that respect.

The proposal should include sound reduction paving on the road surface for at least 50m in either direction; some form of passive sound barrier ie high wall for Court to minimise sounds or a reduction in speed limit this point; controlled traffic lights to Embassy during working hours; pedestrian crossing with light change request buttons; relocation of royal mail post box to enable residents to have somewhere to post.

Royal Mail Group - objection: Royal Mail Group (RMG) are a 24 hour nationally significant mail facility located south of Nine Elms Lane serving south London region as well as the area of Westminster, SE and SW postcodes; over riding concern is to safeguard the operation continuity and security of the Mail Centre. Provided that this concern is fully and properly addressed there would be no objection; serious reservations about the applicant's transport assessment. The assessment of traffic generation is predicted upon journey to work which is contrary to best practice guidance; staff working at the development are likely to travel by car due to difficulties using public transport at Nine Elms Lane, not accounted for by transport assessment. In the absence of survey data the transport assessment should be supported with a more robust assessment. The assessment of visitor trips is not accepted and the assessments conclusion that only 5% of visitors will travel by car is uncorroborated by reference data and likely to represent a significant under-estimate;

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travel plan cannot be properly monitored as staff arrangements are confidential; assumptions of the number of trips under taken during peak periods represents unduly optimistic assumption; a condition should be included to restrict use of car parking spaces outside peak hours; a total of 1500 vehicles enter the Mail Centre per day via Post Office way around 550 comprise of articulated vehicles, yet geometry of the junction appears very tight; concern that there is insufficient room within the Junction to accommodate operational vehicles waiting to access and egress the mail centre; no assumption is made regarding any trip generation arising out of any future development of the residual area; the design of the junction makes provision for only 3 specified developments including the Power Station and no allowance is made for other emerging developments which would increase traffic flows on Nine Elms Lane ; no modelling has been carried out in respect of the proposed secondary access so cannot assess whether junction will operate effectively; given the isolated location of the development a much higher proportion of staff and visitor movement is likely to involve taxis; congestion on Ponton Road raises serious risk of disruption and future use of Centre particularly by drop off point. Likelihood that development would be target for public demonstrations/protests which could result in closure of Nine Elms Lane or Ponton Road; development must incorporate a contingency to preserve uninterrupted use of Mail Centre and possibly consider redeveloping alternative route out on to Nine Elms Lane; concern that no mitigation measures incurred by neighbours to enhance security of neighbouring premises has been put forward and is both necessary and reasonable.

Further letter stating that previous holding objection should now be considered as a formal objection, given ongoing discussions with applicants have not been resolved. Consider that it would be premature for Council to determine the application at 16<sup>th</sup> September PAC, or if it does then p.p. should be refused for reasons given in previous correspondence.

Chairman of Riverside Maintenance Ltd (Representing the Riverside Court Residents)  
If the intention is to link the Nine Elms Lane to Wandsworth Road and open this up to all categories of traffic it would be seen by many drivers as a convenient route to avoid Vauxhall gyratory system and certainly generate more than limited number of daily movements envisaged by the private road concept. Neighbours therefore concerned at probable increase in volume of traffic on Nine Elms Lane if the through road is not strictly a private access road to the Embassy.

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Mayor of London (Greater London Authority):- Stage 1 Report. The site is located in the Central Activities Zone (CAZ) and in the Vauxhall- Nine-Elms Battersea Opportunity Area. London Plan policies 2A.4, 3B.3, 5G.2 and 5G.3 set out the strategic objectives for the CAZ. Strategic priorities for CAZ include providing competitive, integrated, varied, global business location through development and redevelopment in CAZ opportunity areas, and provision of mixed uses as part of new developments. Wandsworth Core Strategy identifies Nine Elms Lane area for mixed-use development.

London Plan policy 5E.2 Opportunity Areas in South West London states that new developments in opportunity areas will be expected to maximise densities and contain mix uses. The opportunity area has indicated a capacity of 8,000 new jobs in period 2001-2026. Production of OAPF is currently underway. A development capacity study as part of the first draft of OAPF has identified a higher threshold of 27,000 jobs subject to public transport infrastructure being delivered. The Embassy scheme would be the first major scheme to be submitted in Nine Elms since work began on OAPF.

The Embassy would be classed as Sui Generis for land use planning purposes, but in practice the proposal would provide a significant amount of floorspace (between 40,000 to 50,000 sqm) providing around 800 jobs; other uses of building will include public and representative areas, residence quarters and servicing areas.

London Plan 3B.3 and 5G.3 state that within CAZ where increase of office floorspace is proposed there should be a mix of uses including housing unless such a mix would demonstrably conflict with other policies in the plan. Given the high profile and prestigious nature of the Embassy, it will raise the profile of and enhance the attractiveness of the Nine Elms area, it is likely to increase demand for hotel and retail services and act as a catalyst for further investment. The land use strategy of the OAPF supports high density mixed use intensification; as the first major non-residential development in the OA and in view of the strategic regenerative benefits of the embassy, it is not considered appropriate to seek housing provision as part of this proposal. More important is the need for public transport and public realm improvements and the need to secure planning obligations towards these outweighs the need for a housing contribution.

Urban design and inclusive access: Good design is central to all objectives of the London Plan. Chapter 4B addresses both general design principles and specific design issues. London Plan Policy 4B.1 sets out a series of overarching design principles including maximise the potential of sites, tall and large buildings, built heritage views and Blue Ribbon network. Policies 4B.9 and 4B.10 which relate specifically to tall and large scale buildings (defined as taller than their surroundings and/or have a significant impact on the skyline and larger than the threshold sizes set for the referral of planning applications to the Mayor) are of particular relevance.

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Outline applications for tall buildings are normally discouraged because of material issues, a view shared by CABI and English Heritage in their guidance on Tall Buildings (2007). The Mayor must be satisfied that the parameters and principles established within design and access statement will result in excellent urban design and architecture. In this instance by virtue of international architectural design competition with the winning design to proceed to submission of reserved matters the principle of outline application for a tall building is accepted and welcomed under London Plan 4B.2. It is suggested that in determining future reserved matters a design panel consisting of officers from LBW, GLA, CABI and EH be set up to allow input at the design stage and be set up through the 106 agreement.

Illustrative layout plans suggest main public interface of the Embassy and the dominant flow of pedestrian and vehicle traffic will be towards south of the site, with aspiration to create new public plaza adjacent to the southern boundary, of the site. Whilst welcomed, the plaza is shown outside the red line boundary its delivery is not in the applicants control and therefore is uncertain. As a matter of principle tall buildings should contribute to the public realm and facilities and interact positively with their surroundings at street level. A solution would be to realign the southern part of the proposed boundary enclosure further north, thereby enabling all parts of the public plaza to be delivered within the red boundary line. To maintain the 30m security zone, a reduction in the maximum footprint of the building would be necessary and thus reduce the size of the overall maximum of the building envelope. The relationship between the new Embassy building and Nine Elms Lane is also of concern. The new building will turn its back on Nine Elms Lane with no visible entrance or activity from the northern side of the site. In short to medium term, Nine Elms Lane is likely to function as the primary route to the site. A principle aim of OAPF is to improve Nine Elms Lane through activity edges to this key strategic route. It is suggested that pavilion 3 is moved to north to create a visual marker and gateway. The proposed earth bund between Nine Elms Lane and the Embassy building undermines the relationship between the landscape setting of the building and the open aspect of the River Thames. While security is paramount the opening up of the northern façade of the building would provide a visual connection and sense of activity between the building and the street, albeit separated by a security fence. The location of the boundary enclosure and entrance pavilion will need to be more defined. The draft OAPF also includes a new pedestrian and cycle link along the alignment of the existing Ponton Road connecting Nine Elms Lane to Wandsworth Road. The delivery of this route is considered essential to improving permeability. A consequence of the irregular shape of the application site and the alignment of the new road is a left over triangular piece of land fronting Nine Elms Lane on the west side of the Embassy site. The development potential of this site will potentially be compromised by its shape and size and proximity to the Embassy and would be better incorporated into the site.

The level of detail provided in the design and access statement is insufficient to demonstrate compliance with London Plan policy 4B.5 (creating an inclusive

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environment). The applicant should explain how the principles of inclusive design, including specific needs for disabled people will be fully integrated and implemented in the reserved matters application.

Strategic views: London Plan policies 4B.16 to 4B.18 provide the policy framework for the management of strategically important views. Also relevant is policy 4B.9, which states that tall buildings should be acceptable in terms of design and impact on surroundings. The London View Management Framework (LVMF) Supplementary Planning Guidance provides further guidance on the implementation of these policies and assessment of the impact of new developments on designated views. The applicant has submitted a townscape, visual, built heritage assessment, which assesses the impact on the development on strategic views in the LVMF as well as a series of middle distance and local views. In absence of detailed design its precise appearance and detailed effect cannot be assessed. The applicant is expected to undertake a more detailed assessment upon submission of a reserved matters application.

The LVMF river prospects from Hungerford Bridge, Waterloo Bridge and Albert Embankment are identified as being affected by the proposed development. The strategic importance in all these views are the Palace of Westminster and the towers of Westminster Abbey. From the south end of Hungerford Bridge the majority of development would be obscured; the upper most section (above 80m) would potentially appear as a new addition to the skyline to the right of existing Millbank Tower (Grade II Listed) and to far left of Palace of Westminster. From the northern end of Hungerford Bridge the development would be obscured by the Palace of Westminster. From the southern end of Waterloo Bridge the development would be obscured by Millbank Tower. In view from the northern end of Waterloo Bridge the majority of the development would be obscured by Thames House and residential Panoramic Tower behind. The upper most section of the building would be visible to the right of the Millbank Tower above the roofline of Thames House, which is already punctuated by Panoramic Tower. Draft LVMF guidance states that buildings visible to the right of Millbank Tower should not detract from the dominance of the Palace of Westminster. The proposed development would read as an extension to the Panoramic Tower and therefore the ability of the viewer to recognise and appreciate the Palace of Westminster as the strategically important landmark in the view would be maintained. Additional points north of LVMF points on Waterloo Bridge were assessed and GLA satisfied that the development will not prejudice the Mayor's intention to protect the silhouette of the Palace of Westminster.

In the river prospect view from Albert Embankment on to Westminster Bridge the northern elevation of the proposed development would be partially visible to the immediate left of Millbank Tower on the north back of the river. The incursion would read as an extension to the river front and is sympathetic to scale to Thames House to the right of Millbank Tower. The protruding element would decrease the gap in the view between St. George Wharf and Millbank Tower. This gap has already been breached by the consented Vauxhall Tower and is sufficiently maintained so as to

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preserve the setting of the Listed building. The Palace of Westminster will remain dominant landmark directly across the river in the centre of the view. The proposed development will not be visible behind the silhouette of the Palace of Westminster in line with draft LVMF and where the proposed development could be partially visible, its impact is considered acceptable in line with LVMF guidance and London Plan policy 4B.17.

Climate change: The London Plan climate change policies set out in chapter 4A collectively require developments to make the fullest contribution to tackling climate change by minimising carbon dioxide emissions. The policies set out the ways in which developments must address mitigation of and adaptation to the effects of climate change (Policy 4A.1) through use of passive design, energy, efficiency and renewable energy measures.

Baseline carbon dioxide emissions: At detailed design stage a more robust assessment of the developments baseline carbon emissions should be undertaken using building regulations approved modelling software, the results should be compared with the minimum building regulations requirements. This should be secured through the section 106 agreement.

Energy efficiency: In line with London Policy 4A.3 the applicant aims for high standards of energy efficiency to achieve BREEAM excellent. Further information is needed to understand how the proposed measures would deliver 30% of savings. The applicant should estimate the carbon reductions expected to be achieved and this further information should be secured in section 106 agreement.

Heating and cooling: The proposal includes a combined heat and power (CHP) plant with a capacity of 125kWe and 165kWth. The applicant has estimated that the CHP will achieve a further 50% carbon savings above and beyond energy efficiency measures. Further information would be required to demonstrate this target. The applicant should ensure that no minimal heat is rejected by CHP. The emerging Vauxhall-Nine Elms Battersea (VNEB) opportunity strategy sets out a masterplan for implementation of a low carbon district heating network in the area. In the event that the district heat network is available at the time of construction it would be preferable to connect from the outset. To be secured in the 106 agreement. The proposal includes investigating cooling towers and free cooling at night to minimise energy requirements. Ground source cooling is proposed. Further work to determine the feasibility of these technologies should be secured in the section 106 agreement.

Renewable energy: London Plan Policy 4A.7 adopts a presumption that all developments will achieve a reduction in carbon dioxide emissions of 20% from on site renewable energy unless it can be demonstrated that such provision is not feasible. The applicant has undertaken to explore three renewable energy technologies; wind turbines, photovoltaic panels and ground source cooling. A target

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for carbon dioxide savings from renewable energy technologies will need to be discussed with the applicant and secured in section 106 agreement.

Climate change adaptation: London Plan Policy 4A.9 identifies 5 principles to promote and support effective adaptation to climate change to minimise overheating and urban heat island effects, minimise solar gain in summer, contributing to reducing flood risk, minimise water use and protect and enhance green infrastructure. The applicant is also directed to specific policies relating to overheating, living roofs and walls, flood risk management, sustainable drainage and policy 4A.3 which requires all development proposals to include a sustainability statement. A sustainability statement has been submitted which sets a series of objectives. Submission of a detailed sustainability statement at reserved matters stage, which demonstrates compliance with the objectives in the submitted sustainability statement should be secured by condition.

Transport for London (TFL): Generally satisfied with the approach. In light of Mayor's aim for smooth traffic flow, further justification is required with regard to secondary access to the east of Ponton Road. Further detailed discussions are required in relation to highway design and modelling issues. TFL understands that all highways works will be fully funded by the developer through Section 278 agreements(s) with relevant highway authorities. This does not discharge applicants requirements under the Traffic Management Act 2004, for which formal approval may be required for both the permanent highway scheme and any temporary highway works during the construction phase of the development.

It is essential that there is appropriate integration between the proposed development and the emerging public realm strategy for the opportunity area to include the requirement for a dedicated public cycle and pedestrian right of way facilitating a direct link between Wandsworth and Nine Elms Lane, the re-alignment of Ponton Road and allowing for appropriate footway, cycle lane widening along Nine Elms Lane

The public realm strategy for the opportunity area also includes proposals for a linear park to improve the permeability of the opportunity area and for a pedestrian and cycle bridge linking the US Embassy site to the north bank of the Thames, Pimlico, the West End and Kings Road. It is envisaged that both initiatives would bring major benefits to the accessibility of the Embassy and would promote sustainable travel choices.

TFL welcomes the preparation of a servicing management strategy and a construction management plan, which will need to be secured by planning condition or Section 106 agreement. A framework travel plan covering both residential and commercial uses has been submitted, however to comply with this policy a full travel plan with all land uses known should be produced.



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TFL view is that the scheme will contribute to the current and future cumulative impact of developments on the already strained transport services and infrastructure in the Nine Elms and wider Vauxhall area. All associated highways works required will be part of separate section 278 agreement and funded separately by the applicant.

In view of the need for significant investment in public transport in the opportunity area required to maximise the area's development potential and central London location, consideration is being given through the on-going consultation process on the draft London Plan Alterations (Use of Planning Obligations in the funding of Crossrail) and associated draft Crossrail Supplementary Planning Guidance (SPG) as to how this area should be treated in respect of the standard charge proposed to be operated within CAZ. The Mayor is giving further consideration to whether some places at the margins of the central London charging area should be exempt in whole or in part from the standard charge in circumstances where an overriding need to fund another piece of strategic transport infrastructure can be demonstrated. A potential approach is therefore that alternative contributions to Crossrail should be sought in this part of the CAZ. TFL to be a signatory to the section 106 agreement.

Further work is therefore required before the proposed development can be considered acceptable in terms of relevant policies set out in the London Plan.

Transport for London (TfL): Further letter (dated 27th August). Broadly supports both applications. Travel survey carried out, recorded that taxi modal split was 13.9% rather than the original 5% forecast, and given location of proposal, modal split increased to 20% for new Embassy. Sensitivity split shows that increased use of taxis would not be detrimental to operation of realigned Ponton Road junction. No further work required on trip generation/modal split. Number of public transport trips as forecast by this development are significant, and TfL is confident that these trips can be adequately mitigated through directed mitigation and capacity improvements to local transport and infrastructure and services, provided an adequate level of Section 106 contribution is secured by the Council in full consultation with TfL and GLA.

TfL generally satisfied with the realignment of Ponton Road, with the exception of; Elm Quay Court vehicle access – concern remains regarding the signalised access arrangements within the proposed layout. A Stage 1 safety audit has been provided and reviewed by TfL, with the only significant issue being the Elm Quay Court junction.

Ambassador Way (to E of proposed building) – accepts need for this access but remain unconvinced regarding need for signalisation here.

Dimensions of Ponton Road access – in relation to RMG objection relating to a requirement for an increase in width of lanes meeting Nine Elms Lane.

Car parking proposed is satisfactory subject to a condition capping the number of spaces at 131 operational spaces with 29 spaces accessed by day pass. Publicly accessible controlled parking spaces, possible on Ponton Road, to be dealt with

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following determination of the application and linked to an obligation as part of the 106. TfL satisfied with the 52 cycle parking spaces to be provided inside the Embassy for staff use and expects a minimum of 10 cycle spaces as proposed for short-stay visitors outside the Embassy. The design and location of these spaces should be conditioned as part of the application. The applicant has expressed a willingness to work with TfL to provide a 'cycle hire' docking station in the area around the Embassy in line with the Mayor's Cycle Hire scheme. The capacity, design and location of this docking station will be agreed at the post application stage and would expect provision for a minimum of 50 docking points with an appropriate financial contribution to be dealt with via planning condition and where appropriate included as part of the Section 106 agreement.

In respect of walking the applicant has undertaken a Pedestrian Environment Review System (PERS) audit of the wider area. The review assumes that the majority of walk trips generated as a result of the proposal will (initially at least) occur between the site and Vauxhall Interchange, the poor quality of the environment caused mainly by traffic levels and associated noise, lack of pedestrian signage, a lack of dropped kerbs and tactile paving, narrow widths of some sections of pavement along Nine Elms Lane due to street clutter and on street cycle lanes are some of the key negative issue highlighted. Deficiencies will need to be addressed through appropriate mitigation and highway design measures while also tying into the overall public realm strategy being promoted as part of the GLA's emerging OAPF document, with mitigation included as part of the section 106.

A response from the applicant has not yet been received in relation to points raised regarding Crossrail or other strategic transport improvements, however it is included within the draft Section 106 Heads of Terms and will be discussed as part of the wider Section 106 package.

TfL has provided the Council with a schedule of mitigation measures and associated costs in relation to this development agreed with the Council and the GLA to inform the section 106 Heads of Terms, and although the following list is not exhaustive, it identifies the key areas towards which TfL is seeking a contribution:

- Crossrail as per the GLA's Stage 1 report;
- Other major transport interventions;
- Vauxhall underground and rail station improvements;
- Pedestrian way-finding, footway improvements along Nine Elms Lane and the Thames Path/Strategic Walk Network;
- Improved pedestrian and cycle links;
- A feasibility study for the proposed pedestrian/cycle bridge linking Nine Elms and Pimlico;
- Enhancements to local bus services and improvements to local bus stops;
- Taxi monitoring and demand management system;
- Space for and contribution towards implementation and

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- maintenance of a 50 bay cycle hire docking station;
- Consultation and roll out of a Controlled Parking Zone;
  - Travel Plan; and
  - Construction and Servicing Management Plans;

TfL is satisfied that Delivery and Servicing, Construction Management and Travel Plans are to be secured either by planning condition or via the Section 106 agreement. TfL is also satisfied with the detailed design of the highways layout, in particular the Elm Quay Court access, possible signalisation of Ambassador Way and alterations to the Ponton Road junction in respect of RMG's concerns.

Outstanding however is:

- Agreement over the level of transport mitigation/Section 106 contributions for this development; for which further discussion is required between all parties.

Environment Agency: No objection to both applications subject to the imposition of conditions. The proposed development will only be acceptable if the measures as detailed in the Flood Risk Assessment (FRA) submitted with this application are implemented and secured by way of a planning condition on any planning permission. The applicant will need to provide further information relating to the proposals to an acceptable standard to ensure that the proposed development can go ahead without posing an unacceptable flood risk. Section 10.25 of the FRA states that the document will need to be updated at the detailed design stage.

As matters referred to in the suggested planning condition are not 'reserved matters' as defined in the Town and Country Planning Act 1990, it will be necessary to impose a separate condition to ensure that these matters are addressed by future developers.

Due to the outline nature of this application a number of options for sustainable drainage have been discussed with the intention of being to refine and finalise the drainage system design at detailed design stage. It is noted that the various sustainable drainage techniques (SUDS) have been considered and appraised for use on the site. EA supports the use of living roofs, permeable surfaces and rainwater harvesting as source control measures and use of ponds for passive treatment. It is considered that the use of sustainable measures along with the attempt to achieve an 'excellent' BREEAM rating and 'gold' LEED rating could result in this development being a good practice case study for sustainable development.

The applicant has stated that they will meet the policy requirements of PPS25 and the London Plan (Section 2.4.4: Water Pollution and Flooding and 4a.14 page 213) with regards to surface water attenuation and 50% attenuation of surface water at peak times. Specific detail including rates and volumes regarding this will need to be submitted through condition when the final drainage system is designed. At this stage land should be set aside especially for SUDS (traditional piped/tanked systems are not

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true SUDS techniques and should only be considered if it can be justified that all sustainable options in the hierarchy are not possible. Unlikely to accept pumped drainage systems as they are not sustainable). Therefore the proposed development will only be acceptable if measures are implemented and secured by way of planning condition.

Note that the shallow nature of the underlying aquifer on this site would prohibit the discharge of surface water via deep soakaways. Therefore if there is any discharge to ground proposed this should be discussed with the EA.

The EA is satisfied that the sequential test has been applied by the local planning authority. The site investigation report by Ove Arup shows that there is a low risk to water resources from contamination at the site. No significant contamination was detected on site and therefore no remediation is required for the protection of groundwater. Large volumes of soil will need to be excavated for the construction of the basement car park and this will reduce the risks further.

EA consider that planning permission should only be granted to the proposed development as submitted if planning conditions as requested are imposed. Without these conditions the proposed development poses an unacceptable risk to the environment and EA would wish to object to the application. The site investigation shows that there is no significant contamination on site. EA are to be consulted on the details submitted for approval to the local planning authority to discharge these conditions and on any subsequent amendments/alterations and are to be notified of the final outcome of the planning decision

Sequential Test: The Council considers that there are no alternative reasonably available sites which are suitable, available or achievable as defined in the practice guide to the Strategic Housing Land Availability Assessments to the land to the south of Nine Elms Lane and north of Post Office Way and land on south side of Nine Elms Lane incorporating Ponton Road, SW8 in locations of lower flood risk which can achieve the objectives set out in the Core Strategy. In particular Policy 11 of the Core Strategy which supports the regeneration of Nine Elms and the adjoining area in North East Battersea. The proposal will contribute to the target set out in Policy PL11 aiming to meet the targets of at least 8000 new jobs by 2026 from development in the Vauxhall/Nine Elms/ Battersea Opportunity area. In addition to the above, the applicants have considered over 90 sites as stated within their Environmental Statement. All flood risk concerns have been considered within the associated flood risk assessment.

Thames Water: With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, watercourses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the

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site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of ground water. Where the developer proposes to discharge to a public sewer prior approval from Thames Water will be required. To ensure that surface water discharge from the site shall not be detrimental to the existing sewerage system.

There are three public sewers crossing this site and no building works will be permitted within 3 metres of the sewers without Thames Water approval. A trade effluent consent will be required for effluent discharge other than a domestic discharge. Thames Water recommends that petrol/oil interceptors be fitted in all car parking/washing/repair facilities.

English Heritage: Two broad concerns: Firstly the lack of a complete development strategy for the Nine Elms Lane Opportunity Area, secondly the potential impact of the proposed building may have in views deemed worthy of protection in the London View Management Framework.

EH acknowledges that the area is ripe for development and notes that locating the American Embassy there would make it an immensely important part of London. However, there is the danger that uncoordinated development could fail to secure the full potential of the area. In order for the full benefits of the development to be fully realised the building must be of the highest architectural quality; EH questions the orientation of the building, which turns its back on the river in favour of facing an undeveloped proposal for a green corridor and seemingly arbitrary site boundary which excludes a potential useful area to the west,

The second concern relates to the potential impact the development may have on the Palace of Westminster World Heritage Site; by virtue of its proposed height the Embassy would appear in context of views to the Palace of Westminster World Heritage Site from the southern end of Hungerford footbridge LVMF View 17A.1. The upper most part of the development would appear to the right of Millbank Tower above the long linear roof slope of Norwest (formerly Imperial Chemical House and Westminster House (Both Grade II Listed Buildings)). The applicant's views analysis states that the building would not be seen in any views from Hungerford Bridge other than LVMF 17A.1 Westminster side of Waterloo Bridge. EH are concerned that any development above 70m on this site has the potential to cause harm to the setting and views of the WHS. There would be a significant risk of harm if maximum height of 96m were enshrined within outline planning permission. Introduction of further built form above the rooftops of Norwest House and Westminster House is likely to dilute the simple aesthetic value of a piece of townscape designed to allow visual dominance by the Palace of Westminster.

EH welcomes the redevelopment of the site for the use proposed but concerned that the proposed development could result in modest harm to the wider setting of the Westminster World Heritage Site (WHS) when viewed from Waterloo and

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Hungerford Bridges. Urge built envelop to be revised to ensure that no part of any building would be visible in views of the Palace of Westminster from Waterloo and Hungerford Bridges.

English Heritage Archaeology: Recommends approval of Geotechnical, Environmental, and Archaeological Desk Study (appendix 12.1) and Archaeological desk-based assessment report; Addendum to Geotechnical Environmental and Archaeological desk study report (Appendix 12.2); EA further recommends approval of Assessment Report and an Archaeological Watching Brief Report. Given the level of information currently available it is clear that Archaeology will be an on going consideration and that such issues can be suitably addressed by the inclusion of a standard archaeology condition. The nature, scale and possible stages of evaluation and mitigation can then be formulated when further information becomes available.

CABE: No objection to the principle outline form of the planning application proposed; support typology of building in a landscape space and the visually permeable perimeter treatment; however, do not support application as it stands due to questions regarding the relation of development to Nine Elms Lane (not convinced current layout makes sufficient contribution to civilising existing street and way finding from Nine Elms to Embassy entrance), development turns its back on existing street; does not engage with street; fails to guide residents to building. Concern regarding the nature and deliverability of the public realm elements, as they are outside of site boundary, therefore no guarantees on timing of delivery and quality of control. A significant portion of Embassy Plaza should therefore be included within scope of outline application.

Form of site footprint in relation to new road layout and adjacent sites; the new road layouts to the east and west of the site are dictating and compromising the form of its perimeter; small triangular site to the north of embassy could compromise the Embassy setting if mediocre in design; importance of Embassy building should dictate the highways layout not the other way round; triangle site should either be incorporated with embassy or eliminated by the realignment of the road.

London Borough of Kensington and Chelsea: No objection.

Westminster City Council: No objection.

London Borough of Southwark: No comment

London Borough of Camden: No objection.

Covent Garden Market Authority (CGMA): Due to the proximity of the application site concern about the impact of the Embassy on the operation of the wholesale market in its current configuration. As the principle access to the market is from Nine Elms Lane, if it had to be closed in response to a security alert, it could have a severe

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impact on the operation of the market. Numerous lorries and vans travel to and from the site 24 hours a day. The market deals with fresh produce and therefore tenants' businesses would be severely prejudiced if there are delays or restrictions due to security alerts/incidents.

Security issues arising from the Embassy would prejudice the development proposals of the market site in terms of limiting height of any potential buildings due to overlooking or during construction process leading to increased costs; concern also over any conditions the Embassy site may impose which may have a detrimental effect on the market as a whole. There is also concern over the Embassy proposed secondary access for which no discussions have taken place with the market operators.

Further additional comments received from CGMA:-

The security implications arising from the new Embassy is a fundamental matter to be taken into account and addressed prior to the determination of the planning application. Measures to militate against the potential impact arising from security beyond the US Embassy perimeter might need to be addressed within a section 106 agreement. This could include measures such as facilitating a secondary access point to New Covent Garden Market, in the event of closure of Nine Elms Lane. The nature of the Embassy operation gives rise to potential impacts on CGMA that can and need to be mitigated. Nine Elms Lane is defined as a "strategic road" and part of TLF road network and therefore the implications of the potential closure of this road is rather different to Grosvenor Square, which is a "local distributor road". Secondly, the current US Embassy is located in an area with a very high level of permeability including numerous roads, footpaths etc. and as a consequence, the impact of road closure is different to Nine Elms. Diversions can be created relatively easily and do not affect a "strategic road". CGMA have appointed GDA to advise on the security implications. GDA has concluded that the greatest impact would be in relation to a bomb related incident and in particular the traffic disruption caused by containment of the area within the police cordon. They advise the Police will establish an immediate 200-250m cordon around a bomb threat or attack site and seek to expand this to 500 within the first hour. Traffic will be stopped and redirected at the nearest major road intersection. The closure of Nine Elms Lane would deny access to the market resulting in all traffic having to enter and leave via Wandsworth Road. The police could ask for a suspension of the market business during an initial 72 hours if traffic congestion is a major factor. There could be potential to secure an emergency exit/access route via Thessaly Road, Pascal Street, or to the rear of J Sainsbury's onto Wandsworth Road, but none of these are ideal. Apart from access considerations, there is also a risk of physical damage to CGMA's facilities through bomb damage. Fortunately, the railway embankment will provide partial protection but GDA has advised that the blast pressure wave will roll over the embankment and reach the structures both within the CGMA main site and the flower market site. The damage is likely to be limited to the breakage of glass and other forms of fragile cladding, but in

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the event of an explosion, the site would need to be closed to carry out a safety check on structures and overhead cladding and glazing. This could take up to 72 hours. Although the risk of road closure or bomb blast may not be great, the implications of such an event for CGMA tenants could be catastrophic. CGMA request that consideration is given to a requirement of the US embassy to enter into a section 106 agreement to

1. Facilitate suitable emergency access from Wandsworth Road to the market/flower market suitable for HGV vehicles in the event that Nine Elms lane is closed, to ensure the market operations can continue.
2. In the event that (for whatever reason) some or all of the existing market buildings remain at the time of opening of the US Embassy, funding a detailed survey of the fabric of the existing buildings, together with any measures required to enhance their ability to resist blast pressure, which is essential to help ensure the safety of both tenants and others visiting the market.

CGMA consider that the security implications constitute a material consideration. If these matters are not taken into account, there is a risk that any decision made by the Council could be challenged in the Courts.

The provision of secondary access points could have implications to design of other routes; the provision of suitable areas for protestors may disrupt traffic flows which could impact on the market and other land in the area.

It is clear from representations to the planning application that concerns have been raised about the two access points proposed onto Nine Elms Lane. When considering the potential impact, important that the Council takes into account all potential access points. Within the emerging OAPF there is a strong desire to improve permeability. The secondary access could help meet this objective but once the planning application has been determined, the options for securing secondary access are likely to be more constrained. The same considerations apply to providing a suitable area for protestors and demonstrators to assemble who may disrupt traffic flows or heighten security measures in the area, which could impact upon CGMA and its tenants operations.

In determining the planning application the Council needs to have regard that this site falls within part of the Vauxhall, Nine Elms Lane, and Battersea Opportunity Area. It is important to ensure that the proposed Embassy does not undermine the regeneration and development potential of both CGMA's land holding and other land in the area.

Natural England: No objection to the proposal, it does not affect any priority areas for Natural England; the applicant should consider use of green/living roofs and sustainable drainage systems as part of the development; consideration for the use of grey water recycling is also to be welcomed and encouraged as are sustainable transport schemes which promote walking and cycling. The developers should



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consider improvements to the Thames Path and national trail along the riverbank. The Council should seek to secure measures to enhance the natural environment in accordance with the planning guidance.

Port of London Authority: Objects to proposal as supporting documentation and plans makes no reference to safeguarded wharves (protected for cargo handling uses by ministerial direction and policy 4C.9 of London Plan), which are located in the area. No references in Environmental Statement to an assessment being undertaken of the noise, air quality and light levels generated at present or in the future by the wharf; levels need to be established to ensure occupiers not subject to unacceptable levels. It is therefore recommended that the applicant be required to carry out an assessment prior to any decision being made on the application to demonstrate that noise, dust and light levels generated from Middle Wharf would fall within acceptable levels at the application site. A condition should be imposed to investigate the use of the river for the transport of construction and waste materials to and from the site consistent with policy 4A.28 of the London Plan. Any works to Nine Elms Lane would not detrimentally affect access to Middle Wharf.

Further letter 3rd July; although argued not next to or opposite the wharf, PLA still asserts the requirements of 4C.9 which still need to be met “wharves are increasingly surrounded by different land uses that do not have an industrial or freight purpose, the challenge is to minimise conflict between the new and the old uses. Given limited distance, imperative impacts are established and the development designed to minimise conflicts of uses and disturbance; issues of noise, air quality and lighting need to be satisfactorily addressed. Previously applicants survey not sure if wharf was operating; PLA urge imperative that representative noise readings are obtained; urge Council noise specialists to examine the proposal and be satisfied that noise levels are satisfactory in line with 4C.9. Applicant’s comments on air quality and lighting noted PLA urge Council to satisfy themselves on these issues; PLA grateful for clarification relating to traffic impact with vehicle access to wharfs to be maintained.

BAA Airports: The Energy Assessment suggests consideration of wind turbines for this site, which can impact on the safe operation of aircraft through interference with aviation radar and due to their height. Any proposal that incorporates wind turbines is to be investigated for this site. The development could conflict with safeguarding criteria unless subject to the following condition No development shall take place until full details of renewable energy schemes have been submitted to and approved in writing by the local planning authority. No subsequent alterations to the approved renewable energy scheme are to take place unless submitted to and approved in writing by the local planning authority. The scheme shall be implemented as approved. No objection to the road application. The proposal does not conflict from an aerodrome safeguarding perspective and does not conflict with the safeguarding criteria.

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The Westminster Society: Concern over the maximum height of the building at 97.2m AOD is something we would regard as unacceptable even when viewed in context of the proposed concentration of tall buildings in the Vauxhall area. The society regards minimum height of the proposed structure 56m to be the preferred option.

Network Rail: No objections; developers must contact Network Rail to inform them of their intention to commence works 6 weeks prior to the proposed date of commencement; no demolition or refurbishment works should be carried out which would endanger the safe operation of the railway; any scaffolding, cranes and other mechanical plant should operate in a fail safe manner.

Metropolitan Police: The proposed changes could create a less safe situation than currently exists. The realignment of vehicles accessing Post Office Way effectively places the minor road on the inside of a bend for the visibility splay; emerging drivers will try to gain visibility over right shoulder; visibility will be difficult if not impossible; the new position of the bus lane outside Elm Quay will make it very difficult for residents and visitors turning left into and out of the building; vehicles turning left currently enter the nearside lane because the bus lane is set back from the entrance and thus make a comfortable turn left in. Starting taper currently allows emerging vehicles travelling towards Vauxhall to gradually move across the near side lane into the offside lane; the layout does not conform with Chapter 5 of traffic signs manual allowing vehicles to turn left into and out of the location to do so directly from and into the offside lanes; definitely more awkward and less safe than current arrangement; turning right into and out of Elm Quay will now have to do so without help of automatic traffic lights; proposed box junction does not appear to have sufficient room of waiting vehicles turning right without hanging out beyond central reserve; traffic outside box junction will mask view of traffic approaching down the bus lane.

Treasury Holdings: Support the decision of the U.S. Government to locate in Nine Elms and along with Battersea Power Station will play a major role in the area's regeneration, acting as a catalyst to ensuring investment in the area, and the delivery of much needed infrastructure.

HES: The EIA report, which describes the proposed approach and methodology for the assessment of effects for air quality and land contamination, are both considered as suitable. The outline remediation strategy as part of the contamination report is considered acceptable and should be implemented together with a post remediation verification report that demonstrates that all works have been carried out and mitigating site measures incorporated into the site design.

EDO: The Economic Development Officer supports this development as it is in line with the emerging plans for the Nine Elms Opportunity Area and would contribute towards achieving the Council's vision in its Corporate Business Plan of "building a prosperous, vibrant and cohesive community" and working "with key partners to

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foster neighbourhood renewal in priority areas” (which includes Battersea). The development would also make a significant contribution towards regenerating Battersea, which has been a major priority for the Council for many years. The area suffers from relative high levels of deprivation in relation to economic, social and physical deprivation, including health problems, the need for more employment, education and training opportunities, poor housing and an environment in need of improvement and enhancement generally.

The E.D.O. identifies the potential of this area for inward investment. If approved, this development would lead to significant regeneration benefits for the Nine Elms/Battersea area. With over 800 jobs anticipated, there will be job opportunities for local people on completion, as well as construction jobs during the construction phase. Given the scale and nature of the development, it will be important to maximise the benefits for local residents and businesses. To this end, it would be very helpful, if approval is to be recommended, that the approval is 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 gain access to the business opportunities. This would enable the Council and its partners to directly tackle the economic and social deprivation in this part of the Borough. Amongst other things, these funds would go towards the running costs of the Job Shop, which is recognised as a major success in partnership working between the public and private sector, having placed many local people into work in the surrounding area. The EDO will be seeking contributions for the Job Shop from other major developments in the area as they arise, as the Job Shop is a fundamental part of ensuring that local people and businesses benefit from developments in the area.

To realise this vision and realise the full regeneration potential of the area, Nine Elms requires major expenditure to improve its infrastructure and environment. This development is most critical for the future of Nine Elms and it is pivotal in terms of achieving the Council’s vision for the area.

Engineering Services: A) The proposal involves diverting the existing Ponton Road, north of its junction with Post Office Way, further west creating a new signal controlled junction where it meets Nine Elms Lane including pedestrian crossing facilities on each arm. The applicant needs to take legal advice with regard to the ownership of land once the stopping up order has been processed for the existing section of Ponton Road. The applicant will be required to meet the full cost of diverting the highway including the diversion of all of the utility services. The new highway and improvements to existing highways will need to be constructed to an adoptable standard acceptable to this Council and to TfL prior to the implementation of the stopping up/diversion order. The existing sewer under Ponton Road would need to be abandoned and a new sewer constructed under the new highway between Post Office Way and Nine Elms Lane and this needs to be acceptable to Thames Water for adoption.

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The proposed secondary access at the eastern end of the Embassy development is only to be used by vehicles transporting the Ambassador and other VIP's under police escort; it will not therefore require traffic signal control and has been reduced in scale. The area of land to the south of the southern footway of Nine Elms Lane will remain private but rights of way for pedestrians and cyclists will need to be secured over it.

Transport for London have approved the proposed highway layout as shown on plan No. 1049/GA/19C which will enable the Council to proceed with the stopping up/diversion process for Ponton Road if planning permission is granted.

Following detailed discussions with applicant and Transport for London the proposed highway scheme has been redesigned to retain signal control for the access to Elm Quay Court. This will resolve the concern raised in the safety audit for the scheme and overcome the objections from the residents of Elm Quay Court and the police. The proposed junction will incorporate a pedestrian crossing on Nine Elms Lane on its east side.

Land will need to be dedicated to and adopted by Transport for London and the Council as appropriate for the new and improved highways and the applicant will need to enter into suitable agreements under Section 106 of the Town and Country Planning Act and Sections 278 and 38 of the Highways Act as required. The agreement under Section 106 with the Council will seek contributions towards improvements to the environment in the vicinity of the development and improvements to public transport including the extension of the Northern Line.

Concern has been expressed by the Royal Mail regarding maintaining access to their depot. It is proposed that 24 hour Red Route restrictions should be extended along frontage of development so that police can enforce the no stopping restrictions and coordinate the enforcement of this with their security arrangements. Royal Mail requested that the width of the Ponton Road approach to the Nine Elms Lane junction be widened to provide two 4.4 metre lanes to allow two large vehicles to use the two lanes simultaneously but TfL consider this would be over-engineering the junction in view of the few occasions when the incidence of two large vehicles emerging side by side would occur.

A Construction Management Plan is to be agreed with the Council will need to be operated.

B) The proposal involves diverting the existing Ponton Road, north of its junction with Post Office Way, further west, creating a new signal controlled junction where it meets Nine Elms Lane including pedestrian crossing facilities on all arms. The applicant needs to take legal advice with regard to the ownership of land once the stopping up order has been processed for the existing section of Ponton Road. The applicant will be required to meet the full cost of diverting the highway including the diversion of all of the utility services. The new highway and improvements to existing

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POLICY: Local Development Framework Core Strategy –Submission Version; PL1 (Attractive and distinctive neighbourhoods and regeneration initiatives); PL2 (Flood Risk); PL3 (Transport); PL4 (Open space and the natural environment); PL6: (Meeting the needs of the local economy); PL9 (River Thames and the riverside); PL11 (Nine Elms and north-east Battersea); IS1 (Sustainable development); IS2 (Sustainable Design/ low carbon and renewable energy); IS3 (Good quality design and townscape); IS4 (Protecting Environmental Quality); IS6 (Community Services and provision of infrastructure); Policy IS7 (Planning Obligations).

Unitary Development Plan; GEN 1 (Sustainable development); GEN2 (Promote regeneration); GEN3 (London-wide objectives); GEN4 (People with disabilities); RDP1 (Pedestrian access, parking; servicing and waste); RDP6 (access for people with disabilities); RDP7 (infrastructure and S106 agreements); RDP8 (Additional community facilities); RDP10 (flooding); RDP11 (New and improved transport facilities); RDP12 (noise); 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 (High buildings); TBE8 (Effect on views); TBE14 and15 (archaeology); BIN1 (New business development); 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, (Car parking).

COMMENT: The proposals have been subject to extensive discussions prior to submission. This is a strategic site for the Borough and London given its location. The main issues with this application are:

The principle of the use of the site for a new U.S. Embassy;

The suitability of an outline planning application;

The scale of the proposed development and relationship to its surroundings;

Urban design, access, landscaping of the site and adjacent spaces;

General security;

The acceptability of the new Road application;

Transport and accessibility;

Other matters;

The environmental impact and economic considerations;

The sustainability of the proposed development; and

The Section 106 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 below. In conclusion the applicants Environmental

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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 would need to be attached to a permission should the Committee resolve to approve the proposal. 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.

### A significant proposal

The prospect of a major national Embassy being located within Wandsworth has created considerable interest. This is the first major planning application to come forward within the Wandsworth part of the Opportunity Area (OA) since policy changes in 2008 extended the Central Activities Zone into the area, whilst also removing the Strategic Industrial Location designation from this part of the Opportunity Area. As such Nine Elms is likely to be the subject of considerable change in the coming years, and it is therefore imperative that the standard of this proposal befits both the prestigious nature of the U.S. Embassy building, and sets a high standard for other applications within the OA to follow. Due to the specific circumstances of this application, the US Government has chosen to submit the planning application in outline form. If considered acceptable, the Council will be looking for this development to set the highest standards in terms of design and sustainability, whilst tackling the acknowledged issues of the area in relation to accessibility, permeability, the existing quality of the environment and lack of open space. If the Committee consider this application acceptable, it should prove to be the catalyst for regeneration of the Nine Elms area, encouraging others that the huge potential of this area can indeed become a reality. The outline planning application for the Embassy building, and full planning application for the associated new road must first however, be considered on their planning merits.

### The principle of the use of the site for a new U.S. Embassy

An Embassy is a sui generis use under the Town and Country Planning Use Classes Order, not falling within any specific use class, but is a use of its own kind. Whilst the Embassy shares many characteristics of a B1 business building, with a significant office element, and the provision of employment for some 800 people, it would also attract a significant number of visitors, estimated to be 1,100 per weekday (akin to an A2 use), as well as carrying out a significant number of functions specific only to an Embassy which are not found in other building.

The site is designated within the UDP proposals map as located within an Industrial Employment Area, however, the relevant UDP policy, BIN2 has been deleted. In the London Plan the site is within the Central Activities Zone (CAZ) and the Vauxhall Nine Elms Battersea Opportunity Area. The GLA, with Wandsworth and Lambeth councils,

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are at present preparing a second draft of the Vauxhall Nine Elms Battersea Opportunity Area Planning Framework (OAPF), which will consider the area in greater detail, but this has not yet been the subject of public consultation. In the map of Core Strategy Submission Version, the site is identified as being within an area with ‘potential for mixed-uses following transport improvements.’

The site had long been designated for industrial use, although that UDP policy has now been deleted, and the proposal needs to be considered in relation to London Plan policies and the emerging Core Strategy. In the London Plan, the Opportunity Area is given targets for provision of 8,000 new jobs and at least 3,500 new homes in the period 2001-2026, and states that wherever there is an increase in office space proposed, a mix of uses including housing should be provided. The strategic priorities for the CAZ include the provision of a ‘competitive, integrated and varied global business location.’ In relation to this proposal, the Mayor considers the principle of the Embassy acceptable, given its high profile and prestigious nature, and the role it is likely to play as a catalyst for regeneration of the area, and given these strategic benefits it would be inappropriate to seek housing provision as part of the proposal; the most urgent need in the area is for public transport and public realm improvements, which he identifies as a priority for planning obligations.

Policy PL11 of the Core Strategy supports mixed-use developments, and development in the Opportunity Area, which aim to meet the targets for jobs and homes, and states that funding will be sought to improve infrastructure including significant new public transport provision and strategic sustainable energy infrastructure.

Given that the proposal for the new U.S. Embassy in this location will make the significant contribution of providing 800 jobs to the area, which amounts to 10% of the present target to 2026, as well as providing a high profile catalyst as the first major development to come forward for the Opportunity Area, and the contribution to infrastructure proposed, it is considered to accord with policy, and provide an appropriate high profile use in principle to act as a flagship for further regeneration of the area.

### The suitability of an outline planning application

The proposal is in outline form, with all matters reserved for future approval with the exception of access. Such an application would normally be discouraged where the proposal includes a tall building, given that in order to properly assess its impact and acceptability, details are required. This is especially pertinent where the building could appear in the backdrop of strategic views to the Palace of Westminster. This view is supported by the CABE/English Heritage ‘Guidance on Tall Buildings’ (2007), which states that outline planning applications for tall buildings are only appropriate in exceptional circumstances, such as where an applicant seeks to establish the principle of a tall building as part of a robust and credible masterplan for an area to be developed over a long time period.



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In this instance, the Committee can take reassurance that this is an exceptional case since the applicants are in the process of undertaking a rigorous design competition, with four American firms shortlisted from the nine which moved forward from the second round (following the 37 original submissions), comprising Richard Meier and Partners, Pei Cobb Freed and Partners, Morphosis, and Kieran Timberlake. The nine strong jury that will consider the proposals includes Lord Richard Rogers, former U.S. Ambassador Clive Taylor and Peter Palumbo. The jury includes leaders in the fields of architecture, landscape architecture and sustainability. The winner is to be announced early in 2010, with that design to proceed with the submission of reserved matters applications. The four shortlisted architects all have a proven track record of producing high quality architecture, and given that this particular site has fewer constraints than many for such a prestigious building, Wandsworth should be able to look forward with some confidence to an exciting building of the highest quality design coming forward. Indeed the contents of this report, together with the comments of the Committee will help to steer the final design submissions in addition to the detailed brief they have already received. Concern has been raised by CABE, English Heritage and the Mayor of London that the layout of the development, given that its public entrance will be to the S., will relate poorly to Nine Elms Lane. The applicants have been advised that the shortlisted architects should be aware the winning design will be expected to address this issue as one of its key features, presenting a building that, in effect has no 'back door', and one that has a significant presence in the round. The detail of the building facing N. is of additional importance given that the footprint of the building is located specifically so that it can be seen from the N. bank of the Thames, in the gap between Riverside Court and Elm Quay.

It has been suggested, given the importance of achieving the highest quality design for the prestigious proposals here, that a design review panel be set up through the Section 106 agreement, with an independent Chairman appointed by the applicant and the Borough Planner, and including officers of the GLA and TfL on the panel, to provide advice on the detailed design submission. The panel could also consider inclusive access as part of its remit.

Given that there are no historic buildings or buildings of architectural significance in the immediate vicinity, that the applicants have given a maximum design envelope for the building, have indicated how the chosen design will fit into this, and their obvious intentions to promoting world-class architecture and design through the competition which is underway, it is considered an outline planning application is appropriate in the circumstances of this case.

The scale of the proposed development and relationship to its surroundings  
Policy IS3(d) of the Core Strategy (Good design and townscape), states that development should make the most effective use of buildings and land, without harming the character of the surrounding area, in relation to tall buildings, defined as those which significantly exceed the prevailing height of surrounding buildings, states

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that these may be appropriate in locations which are well served by public transport such as Nine Elms near Vauxhall, provided that they can justify themselves in terms of the benefits they bring for regeneration, townscape and public realm. This approach is reiterated at Policy PL11(d) of the Core Strategy. The maximum height of the Embassy building is proposed to be 97.2m, however, this may not be achieved, and will not be the height across the whole site. The applicants intend that the Embassy will set the highest design standards, act as a landmark, and are progressing these aims with the design competition, and the detail of this will be considered at a later stage. The scale of the building can however be considered.

The immediate relative context of the site importantly includes Elm Quay, a 38m high residential building to the N, with Riverside Court, a 24m high residential building to the NE. Other surrounding business buildings are likely to be redeveloped in the short to medium term. Whilst the appearance of the Embassy building is not yet known, the suitability of the scale of the proposal in relation to its neighbours can be judged largely by the impact of the proposal in respect of sunlight, daylight and overshadowing.

The Embassy building would be situated 30m inside its site boundary. Elm Quay Court comprises 57 flats and is 60m NW of the proposed building. Riverside Court comprises of 97 flats and is 85m NE of the proposed building. The majority of these flats are double aspect, built so that bedrooms face towards Nine Elms Lane with the main living accommodation benefiting from riverside views. In support of the application, sunlight and daylight studies have been submitted assessing the potential impact of the development for these occupiers. The assessment indicates that in terms of sunlight and daylight the proposed impact on Riverside Court would be negligible. The impact on Elm Quay, nearer to the development, in terms of daylight would be moderate to adverse with sunlight minor adverse as classified by the applicant within the ES. The maximum scale of the building would have some impact on sunlight and daylight for some of these occupiers but not the majority; the report considers that mitigation measures to be considered during the detail design of the building should reduce any potential impact for these occupiers to minor adverse. The assessments are made in relation to the maximum design envelope, and impacts may be lessened dependent on the final design. It is considered that the applicant's studies are robust in this respect, and whilst there is likely to be some loss of amenity to these nearby residents in respect of sunlight and daylight, this would not be unduly detrimental.

Due to the location of the proposed development, views for residents in Elm Quay would change looking to the south, although this will vary dependent on the final design. The site however, forms part of an area where it is identified that taller buildings may be acceptable. It is inevitable that a building of this size would change views, however, the majority of flats in Elm Quay and Riverside Court are double aspect, and existing near and middle distance views to the S. are uninspiring. The proposed building would be substantially set back, in excess of typical cross road

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distances. The residential buildings would still retain an acceptable level of skylight, and the proposal is unlikely to result in a loss of privacy. Views around the Embassy building and above the low-level pavilion buildings would still be possible. Therefore while the Embassy building will undoubtedly change the outlook and impact on views in the area its overall location is considered to be acceptable and the studies demonstrate that its potential impact will not be significantly detrimental to residential amenity, subject to satisfactory design at details stage.

An assessment by the applicant indicates that the proposal would not result in any significant overshadowing, with permanent overshadowing restricted to a very small area of Elm Quay and therefore considered to be negligible. The report looks at overshadowing at different times of years and indicates that the shadow would be at its greatest during the early morning between 0800 and 1200 and would fall on the River Thames and occupiers of Elm Quay gradually reducing throughout the day during the summer months. The extent of the shadow cast would be much longer, and the expectation for direct sunlight much lower, during the winter months extending to Riverside Court during the afternoon to 1500hrs. However, due to the distance of the development from these residential blocks it would not remain on one place for a prolonged period of time. The overall effect of shadow as a result of the proposal would be negligible. During the rest of the afternoon and early evening the shadows will fall on the main road network and commercial properties to the east with no significant impact and should pass quickly.

In respect of short, medium and long views of the building from various significant viewpoints within the Borough and beyond, as the proposal is not fully developed in terms of detailed design and actual envelope, only the worst case can be fully assessed by considering the maximum outline from relevant viewpoints.

In respect of the impact on the development on the Grade II\* listed Battersea Power Station which lies 800m to the W, whilst the Embassy will be visible in the backdrop of certain views of the Power Station, the context of the views are likely to change in the near future with the development of the larger Power Station site. The affected local views within the Council's SPG Guidance on Important Local Views are considered to be those from Albert Bridge and Chelsea Bridge. Whilst the Embassy building will be visible in these views, the setting of the listed Power Station is unlikely to be compromised, given that the Core Strategy considers this location acceptable for tall buildings, the anticipated high quality design of the proposed building, and the fact that the Embassy would be seen within an emerging cluster of tall buildings in this area. Existing tall buildings nearby include Market Towers (88m) and St George's Wharf (72m). Recent consents for tall buildings include Vauxhall Tower (180m), Vauxhall Sky Gardens (120m) and Hampton House (80m), as well as the present proposal for the Bondway redevelopment (149m). Other affected Important Local Views, including those from Battersea Park and Tibbets's Corner, will be seen in a similar context.

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The site is within the background of views of the Palace of Westminster World Heritage Site from Hungerford, Waterloo and Westminster Bridges, with the views protected under the London Views Management Framework, which is SPG of the London Plan. The applicants have stated that the maximum design envelope of the building was defined by a rigorous analysis of the impact on the LVMF views. As part of the ES, the applicants have produced a study, which shows the maximum outline of the proposed Embassy from these viewpoints as an Accurate Visual Representation (AVR) with the nearby consented schemes detailed above also included in outline.

In the view from the S. end of Westminster Bridge, a NE part of the building would appear to the left of Millbank Tower, which is itself well to the left of the Palace of Westminster and forms a bookend to the linear buildings between the two. In the view from the S. end of Hungerford Bridge, the uppermost part of the building would appear to the left of the Palace of Westminster, above the linear roof of Norwest House and Westminster House. The outline would not be visible from the N. end of Hungerford Bridge. In the view from the S. end of Waterloo Bridge, Millbank Tower and mature trees on the South Bank would obscure the outline. In the view from the N. end of Waterloo Bridge the uppermost outline would be visible to the left of the Palace of Westminster, above Thames House, behind suspension cables of Hungerford Bridge, and partly obscured by Panoramic Tower (at the N end of Vauxhall Bridge), which already punctuates the view.

The AVR's therefore show that part of the Embassy would be visible in the wider setting of some of the protected views of the World Heritage site. In this respect, English Heritage, whilst acknowledging that the impact cannot fully be judged, raise concerns, stating that any development over 70m on this site has the potential to cause harm to the setting of the World Heritage Site, and this concern has also been relayed to the applicants. However, the Mayor concludes that as the silhouette of the development would not be visible behind the Palace of Westminster, and that the visibility of parts of the outline in the wider setting of certain views would not undermine the ability of the viewer to recognise and appreciate the Palace of Westminster as the strategically important and dominant landmark in the views, therefore the proposal accords with the guidelines of the LVMF and the London Plan. Officers concur with this view.

### Urban design, access, landscaping of the site and adjacent spaces.

Policy IS3 (b) of the Core Strategy looks for the layout, form and design of new buildings and spaces around them to contribute positively to the local environment. The Embassy proposal has been planned with a number of urban design principles at its core.

The building will be within, though not likely to take up the whole of, the maximum design envelope footprint. For security reasons, there will be a minimum 30m

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distance between any external façade of the building and the perimeter boundary, with this boundary likely to be between 2.75m and 4.2m high, however, details are reserved. The space between the perimeter and the building will be landscaped, but again, details are reserved. Whilst the issues raised by the design requirements of this particular case are unusual, they will require an imaginative design approach to integrate these elements to create an attractive and hospitable environment at ground level. It is welcomed that part of the brief for the shortlisted design teams is to design the landscaping and boundary treatments as an integral part of the building design as a whole in their submissions, and the standards set by the design competition as detailed above give confidence in relation to the proposed reserved matters submissions. Whilst the applicants have suggested various illustrative possibilities for those parts of the site not covered by buildings, including an earth bund, and the display of works of public art, these are indicative at this stage. This is a unique building, which will require a unique and innovative approach, and it has been clearly communicated to the applicants that the Council will wish to see a design at ground level, which, whilst providing the necessary security for the building, also provides a welcoming approach, which expresses quality, and integrates with its surroundings.

Whilst the design of the three security screening pavilions which will sit on the perimeter of the site will again be subject to, and integral with the design competition, there is some flexibility in their precise locations on the boundary. The Mayor has suggested that in the details submission, Pavilion P1 might be moved further N. to give a further presence to Nine Elms Lane. This would not be objectionable and should not compromise the security function here. The principle of the three separate entrance functions to the building is logical, particularly given the number of pedestrian visitors, who are to be separated from the Consular, staff and vehicular access. The vehicular/staff/servicing pavilion, P3, is well located in relation to its function, with access from Ponton Road, rather than from Nine Elms Lane where congestion could occur if queuing was to take place.

The public access pavilion is proposed to the SE of the site. This is located to allow pedestrian access around the E. side of the building from either Nine Elms Lane or Ponton Road. It is also located so as to allow for the access pavilion at this point to face on to a proposed new pedestrian plaza, which would allow for an open aspect to this important public entrance and avoid possible congestion at the entrance. The Plaza in this location would also link with the proposed Green Chain, an aspirational concept promoted in the OAPF to provide an alternative pedestrian route from Vauxhall and continue through the opportunity area to the SW, as sites within the area are developed over the coming years. Without the plaza, the pedestrian access around the E. side of the Embassy building would have been unwelcoming and congested, constrained within a 7m strip between fencing. There were concerns over the deliverability of the plaza, given that it is outside the application boundary and within separate ownership. Its deliverability and timing could not be guaranteed to coincide with the Embassy opening. Subsequent to negotiations, the adjacent landowners, who

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own the Embassy land, have confirmed that they are willing to be a signatory to the Embassy S106 Agreement, in respect of the provision of a pedestrian plaza of at least 1,250sq.m adjoining the SE boundary of the Embassy site, to coincide with its occupation and use. They have indicated that they would not wish to see the plaza being for the exclusive use of the Embassy, but will also link it to the future development of their adjoining sites, a logical concept integrating the different adjoining developments as and when they take place. The adjoining owners are in the process of preparing a Masterplan for their sites, which will interface with the Embassy to the S and E, and details are not yet known. It is likely that temporary boundaries would be in place pending development whilst the Embassy is in its early years of operation, however, this is an inevitable consequence of the development of the Opportunity Area, and temporary measures will be put in place which will make the environment acceptable in the short term.

The concept of the Green Chain would link Vauxhall with the remainder of the opportunity area to the W. with a series of 'pocket parks' and plazas along its route, as well as N/S routes from Nine Elms Lane to the railway/Wandsworth Road, which whilst conceptual at present, are considered essential to solve the problems of lack of permeability of the area, and can be progressed as different sites come forward. The initial progress towards this goal made by this application is therefore welcome, and contributions have been sought in the Section 106 Agreement towards landscaping of these routes.

It is therefore considered that, with the additional confidence provided by the certainty of the plaza being provided, combined with the improvements outlined in the Transport Section above, pedestrian access to the Embassy would be acceptable, and a substantial area of public realm would be provided which would benefit the setting of this important building and its public entrance. The plaza would also be used for those waiting to enter, or whilst family and friends are inside, as well as for relaxation of others living and working in the area. Details of the landscaping of the plaza would be submitted at a later date; it may be that a café or some other appropriate compatible use may also come forward. Although the deliverability of the Green Chain linking to Vauxhall is not something that is likely to coincide with the opening of the Embassy, but will be pursued as other development proposals come forward, the future possibility of providing a secondary pedestrian and cycle access through a landscaped route to the transport interchange could be seen to have future benefits to both this development, and others in the Opportunity Area, and to realise such a proposal it will be required to provide incremental elements as each site comes forward.

The applicants have put forward a proposal for an additional access to and from the Embassy linking to the road network to the south west of the site, although no specific route has been put forward to date. This route would be capable of accommodating vehicles, but would only be used if other vehicular routes entering/leaving the site were not available at a particular time. This would need agreement of other nearby landowners, and would be subject to a subsequent planning application, which would

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be considered in the usual way. However, the principle of such a route could be supported and promoted as other development sites come forward. Such a route may also coincide with the N/S pedestrian cycle link proposed, with such a use being advantageous to increasing the permeability of the site. An element within the S106 funding has been designated for the landscaping of such a N/S pedestrian/cycle route.

### General security

A number of objectors have raised security issues in their representations, and this is, not surprisingly, one of the main design principles of the building. The U.S. Government will obviously monitor the situation around the Embassy building at all times. Officers have liaised with the Metropolitan Police and their security advisors in considering this application, and it is not considered justification that refusal of the application on security grounds could be justified. It is understood that the applicants are in talks with adjoining landowners in respect of issues raised, in order to allay those fears. The host nation is responsible for security outside the boundary of the Embassy, and should planning permission be granted, the Police, the U.S. Embassy and other stakeholders can work with Wandsworth to consider wider security issues that might exist, and prepare a strategy. The applicant has produced data to show that over the last 3 years there have only been 2 or 3 major demonstrations each year at the existing Embassy building, with a number of smaller demonstrations and other incidents, but none of the demonstrations have resulted in serious public disorder. Although neither the Police nor the applicant considers it appropriate to designate a place for demonstrations, it is likely that they would take place in the plaza to avoid blocking roads or other access routes. The formation of the plaza will have regard to designing out crime and designing in community safety whilst reducing the vulnerability of crowded places to terrorist attack. Whilst security could be a material planning consideration, embassies are a normal aspect of international relations, and in land use terms would be an appropriate use. A refusal on security grounds would be inappropriate.

Covent Garden Market Authority (CGMA) object to possible closure due to security issues affecting access to the Markets from Nine Elms Lane. The distance of the proposed building from its perimeter has been specifically designed to negate the effect of any potential bomb threat. The Embassy will be a 24hr operation and the applicants would be looking to keep the area free from any disturbance and this would include potential demonstrations or crowded gatherings. However, this would ultimately be the responsibility of the Metropolitan Police who have been consulted on the application and have not raised any concern in this respect. It is therefore not considered a reason for refusal of the application, since the concern is not about the proposal itself but the potential illegal activities of third parties.

CGMA have also stated that security issues arising from the Embassy would prejudice the development proposals of the Market site in terms of limiting height of any potential buildings. Any proposals put forward by the CGMA would, however, be

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considered on their merits at that time. The applicants have indicated that it is not their intention to undermine the regeneration and development potential of the CGMA or any other land in the area.

### The acceptability of the new road application

The Embassy building has been positioned so that it is visible between Elm Quay and Riverside Court to the N., which will ensure that the building will be visible from the N. side of the River Thames. Due to this specific choice of site, the building would be sited off the existing Ponton Road, and therefore requiring a new Ponton Road to the W. Any costs therefore incurred in the provision of this new road, are development costs to be borne by the applicant, rather than an additional benefit to the locality or the Borough.

The proposal would involve diverting the existing Ponton Road, north of its junction with Post Office Way, further west and creating a new signal controlled junction where it meets Nine Elms Lane. The new road would provide vehicle access to the proposed Embassy building for service vehicles and vehicles entering and exiting the proposed basement car park and also replacement access for existing businesses in Nine Elms Lane. The new road would be constructed, completed and open for public use prior to the closure of the existing Ponton Road and is considered to be acceptable in highways terms, maintaining access to those sites that are presently connected to Ponton Road. The applicant would fund the necessary highway improvements, alterations to access arrangements and the relaying of footways along the frontages including alterations to utility services. Part of the reason for the proposed new road alignment, is that it is required to join with the existing geometry of Post Office Way as this is a private road used by large vehicles with swept paths that need to be accommodated when turning; and also deal with the various constraints of meeting Nine Elms Lane, that the junction must be perpendicular with good visibility, and taking into account the distances between other existing junctions.

The new road application **B)** includes the widening of Nine Elms Lane from 19m to approx 22m, a new junction to facilitate the new primary access road for the Embassy, a new priority control to Elm Quay access, a new signalised access to the east of Ponton Road and a crossing across Nine Elms Lane. The widening of Nine Elms Lane would allow for cycle lanes to be removed from the pavement and placed in a widened bus lane, which would be in line with policy requirements for improved cycle facilities. The additional land would need to be dedicated to and adopted by Transport for London and the Council as appropriate. The applicant would fund the necessary highway improvements, alterations to access arrangements and the relaying of footways along the frontages including alterations to utility services given that they are a direct consequence of the development.

Any changes to the road network here that effect the Strategic Road Network, and associated pedestrian changes need to be designed to meet the requirements of Transport for London (TfL) before the Council can proceed with the stopping



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up/diversion process for Ponton Road. TfL are now in support of the general principles of the proposals, (having resolved two areas of concern on detailed design at a late stage), subject to agreement regarding the overall Section 106 package. The original proposal included the removal of signal control for the access to Elm Quay Court due to the closure of the existing Ponton Road, which caused concern from both residents and the Police. The applicant's amendment to provide a signalised junction for vehicles entering and exiting here is considered appropriate, providing the necessary protection for motorists. The Police and residents of Elm Quay have been informed of this amendment, and any additional comments will be reported to Members.

The Royal Mail Group have expressed concern regarding the detailed design of the new Ponton Road, where it meets Nine Elms Lane, and consider that it needs to be increased in width to allow two RMG articulated trucks to access and exit the junction simultaneously, with associated flares. TfL are however of the opinion that, as now proposed, this junction as proposed provides an improvement on the existing junction and provides a good access for RMG, whilst retaining a reasonable balance for pedestrians by keeping the crossing to a reasonable width.

Concern has been expressed (by RMG) regarding maintaining access to their mail centre to the SW. Engineering Services have suggested that the 24-hour Red Route restriction should be extended along the new Ponton Road so that the police can enforce the no stopping restrictions and coordinate the enforcement of this with their security arrangements; this approach is generally acceptable to TfL and supported by the applicants. RMG have identified security scares and demonstrations as issues likely to create an obstruction, and are concerned at how such an occurrence would be satisfactorily accommodated without causing obstruction to traffic entering and leaving the new Ponton Road. The proposed new road would not be the primary entry point for visitors to the Embassy building, which is more likely to be the main focus point for any such demonstrations that might occur, with the creation of a new plaza in front of the public entrance; this is likely to be the focus for any demonstrations. Control of demonstrations, and the free flow of traffic on red routes is however a matter for the Police. RMG is currently in negotiations with the applicants over possible ways their reservations could be alleviated including considering improving an existing alternative access point from the depot on to Nine Elms Lane to the SW of the site, to be used in emergency, should Ponton Road become blocked. Whilst this would be a matter of agreement between the applicant and RMG, the applicant has indicated a willingness to include within the Section 106 a clause that they will make reasonable endeavours to achieve this subject to normal consents being sorted.

It is considered that the applicant is required to come to a separate agreement with RMG regarding provision of improvements to this existing access for the RMG vehicles, to be used in event of emergency only, and it is considered preferable if this agreement were to be reached prior to Committee consideration of this application.

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### Transport and accessibility

The site presently has a PTAL level of 4, which is reasonable, and the trip assessment states that there will be 800 employees at the site and 1,100 visitors each weekday.

Policy PL3 of the Cores Strategy supports improvements to public transport including enhanced capacity on underground lines, improved bus and rail services and access to stations, as well as improved conditions and routes for cycling and walking. Policy PL11 of the Core Strategy states that high density mixed use development will be promoted around Vauxhall and improvements to public transport will be sought. Policy IS1 of the Core Strategy states that large trip generating developments should be sited in locations that are currently, or planned to be accessible by public transport, on foot and cycle.

The Core Strategy (as does the OAPF) states that development potential in the locality is predicated on a significant step change in public transport accessibility, and identifies the opportunity to improve the number of physical connections and trips for pedestrians and cycles, and enhance the quality of existing routes, and the provision of higher densities is directly linked to transport improvement. Whilst the Nine Elms area close to Vauxhall is identified as an area for higher densities, the Vauxhall interchange is close to capacity, and it is understood that any attempts to increase capacity could have knock-on effects on Victoria Underground Station, which is at capacity. The OAPF introduces a developer-led Northern line extension from Kennington to the OA as an option for achieving the step change in public transport accessibility that would be required to fully realise the development potential in the area. The Northern Line extension would run from Kennington to Battersea Power Station, with a station proposed adjacent to the Sainsburys's in Wandsworth Road, which is 90m SE of the site, across the railway viaduct.

It is apparent that the number of public transport trips forecast to be generated by this development are significant and will have an impact on the existing rail, underground and bus stations and services, especially when considered cumulatively and in light of the Core Strategy and emerging Opportunity Area Planning Framework which is promoting increased residential and commercial densities in the wider Vauxhall, Nine Elms and Battersea areas, and the issues which are identified here. It is considered however that these impacts can be adequately mitigated through directed mitigation and capacity improvements to local public transport infrastructure and services provided an adequate level of Section 106 contribution can be secured. To this end the Council has been working in full consultation with TfL and the GLA to identify the improvements that can be provided locally and in the wider area to resolve the identified problems here. Whilst Heads of Terms of the Section 106 Agreement has been reached with the applicant, discussion with regard to figures remains ongoing, and will be reported further to Members.

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The 131 staff parking spaces (of which 29 would be day passes) for operational need and for the disabled are considered acceptable in principle. A condition will put this limit on the level of parking, and further details will be provided in the Car Parking Management Plan, which is to be submitted and approved at a later date.

The 52 cycle spaces within the basement for staff use is considered low, and Officers will look for this to be increased at detailed design stage, with 128 spaces the preferred level. The level of visitor cycle parking proposed by the applicant at present (10) is considered very low given the substantial amount of visitors expected daily, however the applicant has argued that visitors to the site are unlikely to cycle. It is considered that the level can be reviewed as part of the Travel Plan for the site, with a view to increasing the provision should demand increase. The level of parking for the Mayor's Cycle Hire scheme at 10 is considered low by TfL, who will be looking for this to be increased to 50. The location of cycle parking, to the S. of the Embassy boundary, and adjacent to the proposed Piazza, is considered appropriate in principle, subject to detailed design.

The majority of visitors to the site will arrive on foot, mainly from Vauxhall initially, although in time, this could be from the new station proposed to the S. for the proposed Northern Line extension, which would be the closer underground station. A new pedestrian and cycle link proposed from Nine Elms Lane to Wandsworth Road should create a more pleasant route to Vauxhall; the route at present is not particularly obvious, or pleasant, given that the gyratory system needs to be negotiated. However, finance proposed from the Section 106 could help significantly to improve wayfinding and the environment, whilst the proposed Green Chain, when realised would help to make the journey on foot significantly more pleasant. It is therefore considered that the improvements to pedestrian and cycle access which the Section 106 Agreement is looking to provide for the site, is required to realise the potential of the site, and would start to make the connections required to greatly increase the permeability of the opportunity area in line with policy.

The proposal for taxi parking with a bay off the new Ponton Road to the S. of the site, is considered acceptable in principle, further details will be considered by condition.

### Other matters

With regard to inclusive access, the applicants have stated that the proposed building will comply with Part M of the Building Regulations as well as the Disability Discrimination Act and the U.S. equivalent, and an Inclusive Access Statement is submitted, which considers the approach to the building, car parking facilities, signage and lighting, entrances and exits, circulation, WC facilities, furnishing and flooring, doors and lifts, and means of escape. Further details of inclusive access will be required at submission of reserved matters stage and the applicants have agreed to a condition requiring an inclusive access strategy to be submitted for approval.

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The applicants are also proposing to improve an area of under utilised river walk and open space to the N. of Nine Elms Lane opposite the Embassy site and East of Elm Quay which is poorly landscaped at present, as well as the riverside walk adjoining. These improvements are a welcome contribution to the area, and would benefit residents of Elm Quay and Riverside Court, as well as local workers and visitors to the Embassy, and improvement would be secured through Section 106 Agreement.

Concern has been expressed by the Mayor and CABE regarding the ‘left-over’ piece of land on the NW side of the Embassy, with Nine Elms Lane to its N and the new Ponton Road to its SW which, as it will not be developed as part of this application, could ‘compromise the setting of the Embassy.’ This piece of land is created by the alignment of the new Ponton Road and the specific technical requirements in relation to it joining Nine Elms Lane and Post Office Way. It is outside the site boundary and the owners intend to include it in their Masterplan, and are confident that quality design can be accommodated on a piece of land of this size and shape. Any proposals that come forward for this site will be judged on their merits at that time, taking into account the context of adjacent buildings and outstanding planning permission. It is not considered reasonable or enforceable at this stage to require that this piece of land be included in the application site.

### The environmental impact and economic considerations

The Environmental Impact of the development is set out by the applicants in their Environmental Impact Analysis, which is summarised at Appendix 1 below. Officers would also make the following points:

English Heritage consider the applicants Archaeological Assessment Report and Archaeological Watching Brief Report acceptable and consider that archaeology will be an on going consideration, but that such issues can be suitably addressed by the inclusion of a standard archaeology condition. The nature, scale and possible stages of evaluation and mitigation can then be formulated once further information becomes available.

The application site lies within a Flood Risk Zone 3A and the EA are satisfied with the Council’s sequential test and raise no objections to the proposals provided certain conditions are attached requiring further information be provided to ensure that the proposal would not pose an unacceptable flood risk.

With respect to the impact of the development on air quality the proposed approach and methodology in the EIA of effects on air quality are considered acceptable. The nature of the proposed use means that the degree of vehicular access is minimised, and therefore associated emissions; no biomass use is proposed; the energy provisions are optimised for low carbon output, with associated reduced emissions of other polluting substances; the sustainability statement indicates that they will investigate the provision of electric vehicle charging points on site; a staff travel plan promotes public transport use; construction-phase impacts are proposed to be addressed.

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With respect to the impact of the development on ground conditions and contaminants, the approach and methodology for the assessment of effects in the Environmental Statement is considered suitable. The conclusions of the Air Quality report and the Outline Remediation Strategy are considered acceptable. Should planning permission be granted, this should be subject to conditions which require that the Outline Remediation Strategy is implemented, including a post remediation verification report that demonstrates all works carried out and mitigating site features incorporated into the site design.

It is not considered that the proposal is likely to have a detrimental impact in respect of noise and vibration, although further consideration can be given to this at detailed design stage, when it is clear what type of plant and machinery is likely to be included in the building.

Given that the site is at present occupied by large business and storage buildings, the present ecological value is considered to be low, and therefore not susceptible to change. The proposed development may offer some additional opportunities for ecology, particularly within the area between the building and the perimeter boundary, however this will be largely dependent on the detailed design of the building and the integral landscaping scheme.

Tall buildings can create localised microclimates that create problems in respect of wind. However, given the outline nature of the application this cannot be considered at this stage, but the shortlisted architects will be expected to address this issue and minimise any such impacts in the final design. Considerations in respect of the impact on sunlight, daylight and overshadowing on neighbouring properties are set out above.

With regard to economic considerations, the applicant has stated that a survey from 2008 indicated that there were 961 jobs on the site at that time. A number of the existing businesses will be relocating as a consequence of the Embassy development, and some of these may relocate within the Borough. A number of leases on businesses here are coming to an end, and a significant change in the area would appear likely. The development would make a significant contribution towards regenerating North Battersea, which has been a major priority for the Council for many years. The area suffers from relative high levels of deprivation in relation to economic, social and physical deprivation, including health problems, the need for more employment, education and training opportunities, and an environment in need of improvement and enhancement generally. This development would lead to significant regeneration benefits for the Nine Elms/Battersea area, with over 800 jobs anticipated, there should be job opportunities for local people on completion, as well as construction jobs during the building phase and other indirect employment opportunities. To maximise the benefits for local residents and businesses it is considered that a local employment agreement within the Section 106 Agreement is appropriate, which includes funds to assist local residents to gain access to the employment opportunities to be generated and helps local businesses gain access to the business opportunities. One objection has

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been received with regard to loss of employment premises in respect of the existing site. Whilst this is regretted, the objector has been referred to the EDO to explore the possibility of finding other premises within the Borough.

In relation to the issues raised by the PLA, officers are satisfied that, based on the information provided in the applicant's EIA, the development is not likely to be prejudicial to the continued operation of nearby safeguarded wharves.

### Sustainability of the proposed development

Policy IS1 of the Core Strategy states that the Council will support measures that mitigate and adapt to climate change and reduce emissions of carbon dioxide and promote a sustainable relationship between development and transport. Policy IS2 looks for developments to support measures to improve energy conservation and efficiency and make contributions to renewable energy generation, to make efficient use of natural resources, to consider the feasibility of CHP and to achieve a 20% reduction in CO2 emissions in line with London Plan targets.

A Sustainability Statement and an Energy Strategy have been submitted with the application, which aim for the highest practicable level of sustainable design and to deliver an exemplar building for the U.S. Department of State. The site is located on previously developed, low-density land that is identified as suitable for regeneration, which satisfies a key sustainability principle. Given the outline nature of the planning application, the figure given in relation to baseline emissions is an estimate based on benchmarks and modelling of 2,470 tonnes of CO2 per annum. In respect of energy efficiency, the application is aiming for a high standard, with higher performance of such elements as U-values higher than required by Building Regulations, and includes measures such as energy recovery from ventilation systems and automatic lighting controls, with the application setting the target of achieving at least the 20% Core Strategy/London Plan target and aiming for a 30% reduction in CO2 emissions if possible. Such a reduction would be welcome and would set high standards for the opportunity area, and a commitment would be secured through Section 106 Agreement.

With regard to heating and cooling, the proposals include the provision of a combined heat and power plant (CHP), which the applicants estimate could provide a 50% carbon saving above and beyond those from energy efficiency savings. Connections to existing heat and power networks surrounding are accepted as not possible due to their excessive distances, however, it is accepted by the applicants that pipework shall be installed to allow for ease of connection to compatible district networks on surrounding sites, should they be developed to be compatible in the future. The proposals also include the investigation of cooling towers and free cooling at night to minimise energy requirements, with ground source cooling subject to ground condition surveys. Such measures are welcome and a commitment would be secured through Section 106 Agreement.

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In respect of renewable energy, the application identifies three potential technologies, wind turbines, photovoltaic (pv) panels, and ground source cooling as potentially appropriate here with estimates of a total additional CO2 saving of 15.8%. There are however, known to be problems with the use of wind turbines in such urban locations, and the area for use of pv panels will be dependent on the design of the building, however, a practical target for renewable energy is to be further discussed with the applicant and a commitment would be secured through Section 106 Agreement. The applicants also propose to minimise waste produced and minimise water use during construction, as well as to achieve a BREEAM rating of at least 'Excellent,' and to achieve the U.S. Leadership in Environmental Energy Efficiency (LEED) rating of at least Gold. Subject to further discussion with the applicant regarding commitments, and the detailed design of the proposal. The applicant's sustainability objective to deliver an exemplar building is to be commended. The commitment on targets would be secured through Section 106 Agreement.

BAA has raised concerns as to the possible effect of wind turbines on the safety of aircraft, and this has been passed on to the applicant to consider at detailed design stage.

### Section 106 package

The Section 106 Agreement Heads of Terms for applications A) and B) have been separated between the two, given that those elements related to application A) are required in mitigation of the impact of the development, particularly in relation to the policies identifying that the major impediment to realising the full potential of the opportunity area is the poor transport infrastructure and pedestrian and cycle links, as well as the lack of open space provision and poor quality of the environment. The requirements of those items in relation to application B) are as a direct consequence of the choice of application site by the applicant, and are therefore costs to be borne by the applicant without impacting on the benefits that might be reasonably be expected in relation to A).

The Heads of Terms in relation to the main Embassy application and the road application are set out in the 'Details' section above, and are an appropriate range of benefits to seek here.

Unlike many developments, this is not an application that lends itself to a normal kind of financial appraisal, and whilst, like many developers, the applicants appear sympathetic to the intentions of the Council in relation to the Section 106 package that is being sought, they are trying to contain their exposure to additional costs. Whilst the applicant has agreed the broad Heads of Terms of the Section 106 Agreement, negotiations continue, and details of the figures will be reported to the meeting.

### Conclusion

The proposal for the provision of a new United States Embassy in this location accords with the principles of the London Plan and Core Strategy, as it would provide

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a significant employment generating use as part of an opportunity area designated for intensive mixed-use development.

It is recognised that to realise the full regeneration potential of the Opportunity Area, Nine Elms requires major expenditure to improve its infrastructure and environment, particularly in relation to transport improvements, with poor access both to, and within the area, a lack of permeability, in parts an impoverished appearance, and lack of open space being the major obstacles to the successful planning of the area. Improvements to public transport provision are stated to be the key unlocking the development potential here. To this end the Section 106 package is in principle making a contribution to addressing these issues, however, the details of the finance have yet to be finalised.

An outline planning application, although not normally acceptable for a tall building, can be considered acceptable in this case, given the maximum design parameters are identified, and the rigorous design competition which is underway respect of the detailed design. The importance of all faces of the building, including the elevation to Nine Elms Lane, has been communicated to the applicants.

Whilst this proposal will undoubtedly result in a tall building, it is located in an area where Policy states that tall buildings may be acceptable, close to a cluster of existing and consented tall buildings, and is not considered that it would adversely impact on the setting of the listed Battersea Power Station, or the background setting of the Westminster World Heritage Site. Whilst the proposal is likely to have some detrimental effect on residential properties in Elm Quay Court through loss of sunlight, daylight and overshadowing, this would not be unacceptably so.

The Metropolitan Police have been consulted, and have not identified possible security implications on the surrounding area as a particular concern.

There are no objections in principle to the application for the provision of a replacement Ponton Road and alterations to Nine Elms Lane; issues of detailed design have been resolved to the satisfaction of TfL.

Whilst issues of transport and accessibility are identified as severe impediments to realising the full potential of the opportunity area, and that the number of operational trips combined with the visitor trips to the development are significant, it is considered, that the Section 106 package proposed by the applicants could help mitigate the issues highlighted. The proposal and S.106 package could also help to set an example in increasing permeability within the site, which other developments can follow on from as they come forward. The operational car parking proposed is acceptable, although the amount of visitor cycle parking is considered too low at present, and will be revisited at detailed design stage. Improvements are required to pedestrian access from existing and proposed public transport.



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Urban design principles of the proposal are considered acceptable given the specific nature of the building, with landscaping of the site to be considered as an integral part of the design competition. Public access to the SE of the site is considered appropriate, particularly now that officers have ensured that the public plaza is to be secured through the Section 106 Agreement, and planned to link to a new E/W 'Green Chain' and N/S pedestrian/cycle route, which may also be used as a third access/ exit from the Embassy in emergency.

The EIA is considered robust, and the effect on the environment is not considered to be unacceptable. This development will make a significant contribution to the regeneration of the area and the Local Employment Agreement proposed should help local people access the 800 jobs the development would provide.

The applicant's aim for the highest practicable level of sustainable design and to deliver an exemplar building for the U.S. Department of State is welcomed with agreement on commitment targets for the Section 106 Agreement.

The details of the Section 106 package will be reported to the Committee meeting.

The applicant has requested a change of the condition relating to the time within which the permission shall be implemented, from the standard 3 years, to 5 years. This is due to the fact that vacant possession of the site does not occur until June 2012, then it could take up to a year to demolish the buildings and clear the site, along with building the re-aligned Ponton Road, before transferring the site to the U.S. Embassy in 2013. It is therefore considered appropriate to allow a longer period of consent given the circumstances of this particular case.

RECOMMENDATION: A). That subject to:-

- any Direction from the Mayor of London; and
- the applicant meeting the costs of preparation, and completion of a legal agreement in a form to be agreed by the Borough Planner in consultation with the Borough Solicitor, to secure the following Heads of Terms:-

1. A contribution to transport improvements in the area including; Crossrail or other strategic transport intervention / Northern Line extension
2. A contribution to local transport improvements, Increased demand for bus trips between Vauxhall and Nine Elms, Impact of increased demand on Vauxhall rail Station, Increased demand for tube services to and from Vauxhall underground station, Increased taxi demand, Alterations to CPZ, increased pedestrian flows from Vauxhall to Nine Elms, Improvements to Thames Path, Promoting cycling/cycle hire and a Travel Plan.
3. Contributions to the Mayor's cycle hire scheme
4. Environmental improvements to Nine Elms Lane
5. Delivery of plaza, of a minimum of 1,250sq.m in area, to adjoin the SE boundary of the site.

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6. Linear Park and pedestrian/cycle link/access road between Nine Elms Lane and Wandsworth Road contributions.
7. Local Employment Agreement.
8. Enhancement of open space fronting River to E. of Elm Quay and adjoining riverside walk.
9. Commitment to achieving a 30% carbon reduction.
10. Commitment to further work regarding heating and cooling, and link to district network.
11. Targets for CO2 savings from renewable technologies.
12. Design Review Panel
13. Public art installation
14. Applicants commitment to using endeavours to resolve the concerns of RMG.

That the Borough Planner be authorised to grant planning permission, subject to the following conditions:-

01. Standard 02 (Development shall be begun within 5 years of the date of this permission or 2 years of the date of approval of the last of the reserved matters).
02. Standard 03 (Application for approval of details must be made within 2 years).
03. Standard 04 (Approval required for the following detail; a) layout, b) scale, c) appearance, d) access, e) landscaping.
04. Standard 07 Details of site levels.
05. Standard 09 Details of refuse.
06. Standard 14 Details of ventilation equipment.
07. No infiltration of surface water drainage into the ground is permitted other than with the express written consent of the local planning authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to controlled waters.
08. The development hereby permitted shall not be commenced until such time as a scheme to implement the mitigation measures detailed within the Flood Risk Assessment (job reference 125794, dated 2009) has been submitted to, and approved in writing by the local planning authority. These shall include:
  - Incorporating flood-proofing measures into the proposed development including the basement.
  - Ensuring finished floor levels are set no lower than 6.00m above Ordnance Datum (AOD).The scheme shall be fully implemented and subsequently maintained, in accordance with the timing/phasing arrangements embodied within the scheme, or within any other period as may subsequently be agreed, in writing, by the local planning authority.

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09. Development shall not begin until a surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro geological context of the development, has been submitted to and PLANNING

approved in writing by the local planning authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed.

The scheme shall also include:-

- the use of SUDS as outlined in the 'Outline Surface Water Drainage Strategy' document reference C10906 ES 001 a04 dated 22<sup>nd</sup> June 2009.
  - details of how the scheme shall be maintained and managed after completion
10. If during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the local planning authority) shall be carried out until the developer has submitted, and obtained written approval from the local planning authority for, an amendment to the remediation strategy detailing how this unsuspected contamination shall be dealt with.
11. Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express written consent of the local planning authority, which be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details.
12. No development shall take place until the applicant has secured the implementation of a programme of archaeological work in accordance with a written scheme for investigation which has been submitted by the applicant and approved by the local planning authority. The development shall only take place in accordance with the detailed scheme pursuant to this condition. The archaeological works shall be carried out by a suitably qualified investigating body to be agreed with the local planning authority.
13. An Inclusive Access Strategy shall be submitted to and approved by the local planning authority in writing prior to the commencement of any work on site, and the development shall be implemented in accordance with that strategy, unless agreed otherwise in writing.
14. A Construction Management Plan shall be submitted to and approved by local planning authority in writing prior to the commencement of any work on site.
15. A Travel Plan shall be submitted to and approved by local planning authority in writing prior to the commencement of any work on site.
16. A Servicing Management Strategy shall be submitted to and approved by local planning authority in writing prior to the commencement of any work on site.
17. The number of parking spaces within the site shall not exceed 131, and shall be for operational use only.

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(B): Subject to the applicant meeting the costs of preparation, and completion of a legal agreement in a form to be agreed by the Borough Planner in consultation with the Borough Solicitor, to secure the following Heads of Terms (including agreements under Sections 38 and 278 of the Highways Act as necessary):-

1. A contribution to improvements and alterations to Nine Elms Lane.
2. To meet the cost of stopping up and diversion of Ponton Road.
3. To meet the cost of new Ponton Road and secondary access.
4. The payment of a commuted maintenance sum for 3. above.
5. Inspection fees of 7% in relation to the works.

That the Borough Planner be authorised to grant planning permission, subject to the following conditions:

01. Standard 01. 5 years.
02. Development shall not begin until a surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydrogeological context of the development, has been submitted to and approved in writing by the local planning authority.
03. No infiltration of surface water drainage into the ground is permitted other than with the express written consent of the local planning authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to controlled waters.
04. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed. No infiltration of surface water drainage into the ground is permitted other than with the express written consent of the local planning authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to controlled waters.
05. If during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the local planning authority shall be carried out until the development has been submitted, and obtained written approval from the local planning authority for an amendment to the remediation strategy detailing how this unsuspected contamination shall be dealt with.
06. No development shall take place until the applicant has secured the implementation of a programme of archaeological work in accordance with a written scheme for investigation which has been submitted by the applicant and approved by the local planning authority. The development shall only take place in accordance with the detailed scheme pursuant to this condition. The archaeological works shall be carried out by a suitably qualified investigating body acceptable to the local planning authority.
07. A Construction Management Plan shall be submitted to and approved by the local planning authority in writing prior to the commencement of any work on site.

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08. Details of taxi parking shall be submitted to and approved by the local planning authority in writing prior to the commencement of any work on site.
09. Details of visitor cycle parking shall be submitted to and approved by the local planning authority in writing prior to the commencement of any work on site.
10. Details of the docking station for the Mayor's cycle hire scheme shall be submitted to and approved by the local planning authority in writing prior to the commencement of any work on site.

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## **APPENDIX 1**

Environmental Statement: The applicants have submitted an Environmental Statement (ES) under the Town and Country Planning (Environmental Assessment) (England and Wales) Regulations 1999. The ES is submitted in relation to the outline planning application for the Embassy (2009/1506), the planning application for the road (2009/1507) is not required to be accompanied by an ES, although as the two applications are intrinsically linked, consideration is given to any potential effect of the road reconfiguration cumulative with the Embassy development.

The documents submitted comprise the main text of the Environmental Statement as well as a Townscape, Visual and Built Heritage Assessment as a separate volume together with appendices, a non-technical summary and supporting documents. The Environmental Statement describes the likely significant environmental effects of the development during construction and following its completion. Where significant adverse effects are identified, the ES sets out methods to prevent, reduce or offset these effects, which are collectively known as mitigation measures.

The ES sets out the methodology for undertaking the EIA, describes the existing land uses, the site selection process and design process, and the proposed development. The broad areas discussed in the Environmental Statement are summarised as follows:

Development Programme and Construction: The Statement describes the anticipated programme of construction works and the key activities that would be undertaken on the site in relation to the development including potential environmental effects and possible mitigation measures although detailed assessments of the issues are considered within the particular topic areas (Chapters 8-18 of the Environmental Statement). The Statement looks at the potential programme of works with commencement in 2012 and completion in 2016 and gives a description of the different activities within the indicative construction period, materials and resource use, plant and equipment and hours of work. It then goes on to give a summary of the potential environmental effects as well as related general mitigation measures, and states that an Environmental Management Plan (EMP) would be prepared which would include details of relevant environmental management controls necessary for environmental protection during the construction works, with further detail then given of what measures the EMP would contain.

Socio-economics: This section of the Statement assesses the likely significant socio-economic effects of the proposed development on the local economy and social infrastructure. It first sets out the policy context in this respect, then goes on to consider the assessment methodology and significance criteria. The assessment has considered the effects of the development on the construction related employment, the longer-term employment in the new premises and the effect of spending from new employees from the local economy. It also considers the existing baseline conditions in terms of the community profile, the local and wider economy, and business

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structure. The potential effects in terms of construction are that the development would generate the equivalent of approximately 340 full time equivalent jobs, mostly on site, but also elsewhere in the supply chain, and some from the U.S. with the effect summarised as short term and negligible. As a result of the completed development 800 jobs would be provided with a net increase of 156 compared to the existing Embassy, the effects of which would be permanent, moderate beneficial at the local level. The wider regeneration effects are assessed as being permanent, moderate beneficial at the local level given the potential effect of the attractiveness for other investors and recognition of the area from the development on the area, as well as the increase in footfall which would be generated as well as the additional spending. It is assessed that no mitigation would be required in respect of construction or the completed development, and that the residual effects would be permanent and of moderate beneficial significance given the employment which would be new to the area and the wider regeneration effects.

Transportation and Access: This section of the Statement assesses the likely effects of the development on transportation and access and summarises the Transport Assessment (TA), which is submitted as a separate document. It sets out the relevant policy context and considers the assessment methodology in terms of the construction effects, including associated highway works, and operational effects including an appraisal of the trips generated, the modal split, and the distribution of these onto the surrounding road and public transport system using a variety of methods, taking into account the parameters of the development. Consultation was undertaken prior to the submission of the application with LBW and TfL. In respect of the baseline conditions the existing highway network, traffic flow data and parking restrictions are considered, as well as the public transport accessibility, the public transport service including buses, London Underground, railway services, as well as the pedestrian and cycle networks in the area.

During the construction process the potential effects of the development on transportation are likely to be short term, in terms of construction traffic and highway works. The assessment estimates 30 vehicles a day on average with a maximum of 100 vehicles a day, 6 vehicles an average peak hour with a maximum of 20 vehicles and hour and 70% of vehicles medium and heavy goods vehicles (MGV's and HGV's ) with 30% light goods vehicles (LGVs). The assessment states that the section of Ponton Road to be closed would not be closed until the new section of road has been completed and opened for public use. The implementation of an Environmental Management Plan (EMP) would mitigate any effects associated with construction traffic resulting in negligible to temporary minor adverse effect.

The completed development would result in more long term effects of additional travel demand on the highway and public transport networks as well as cycling and pedestrian movement. Pedestrian and cycle trips assignments were based on the most

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convenient routes to key destinations such as shops, public transport and surrounding residential areas. All vehicles would use the main access point of the development and thus would enter and leave via the realigned Ponton Road/Nine Elms Lane junction. The new access road would only be used by the Ambassador. The assessment identifies that the proposed development would result in a net gain of 552 two-way persons trips in AM peak and 468 two-way person trips in PM peak hours by all forms of modes. In terms of traffic car flows alone a net reduction of 50 and 35 two-way trips in the AM and PM hours is estimated (estimated traffic flows). The assessment considers the overall effect on the highway network to be negligible. A forecast of 20 and 27 two-way walking trips during AM and PM peak hours is estimated and is considered negligible effect on footpaths and walking routes with no material impact on existing footpaths. Cycle trips are forecast to generate a net increase of 26 and 20 two-way cycle trips in the AM and PM peak hours, which are considered negligible. Primary bus trips are forecast to result in a net increase of 6 and 9 trips in the AM and PM peak hours respectively. Secondary bus trips are forecast to have a further 225 and 125 two-way movement in AM and PM peak hours. The net increase of combined bus trips is identified to be 163 and 134 respectively. 16 buses were identified per hour operating along Nine Elms Lane and with peak trips of 125 additional peak demands are estimated at 8 additional passengers per bus and would have a negligible effect on existing services. The assessment identified a net increase of 223 and 195 two-way main route train journeys during the AM and PM peak hours. The site is conveniently within walking distance of Vauxhall rail station with 43 services per hour during AM peak and 46 services during PM peak. The development would therefore be predicted to add an average of five additional passengers per train during the critical peak and have no noticeable effect on the existing service, thus the capacity is considered to be negligible. Vauxhall underground is 12 minutes from the site with the Victoria line providing 58 trains in the AM peak and 56 trains in PM peak hour. The estimated generation increase of 156 and 136 two-way passenger trips in the AM and PM peaks would result in a maximum of three additional passengers per train during the am peak hour resulting in an negligible effect on existing underground services and no mitigation is therefore required.

The assessment concludes that car parking would be restricted to essential operational needs and for the mobility impaired with no parking provided for staff commuting or for visitors, with cycle parking in accordance with local authority guidance. All servicing to be accommodated within the development. The good accessibility of this site is confirmed by a PTAL of 4 with the surrounding area providing a good network of existing pedestrian facilities and an established cycle network. The majority of the development-generated trips are therefore likely to be made by sustainable modes of transport with the overall net effect of change considered to be negligible. The development therefore meets the transport aspirations of the current guidance in respect of sustainable development.

Air Quality: This section of the Statement assesses the likely effects of the development on local air quality, particularly the pollution effects from changes in



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road traffic movements as a result of construction and operation and potential effects from dust and odour emissions generated during construction. The statement sets out the planning policy context, then goes on to consider the assessment methodology and significance criteria, taking into account the identification of sensitive receptors with modelling undertaken at 20 locations in and around the site. An assessment of the methodology in relation to both construction and the completed development has been undertaken, as well as consultation with LBW HES. In respect of limitations and assumptions of the air quality assessment was based on the Transport Assessment (Chapter 9 of ES) which assesses the maximum development potential, as well as assumptions the nature, type and location of the heating plant, and the location of the Marine headquarters. The significance of the effect was concluded based on professional judgement in relation to construction and the completed development, taking into account baseline conditions as assessed by the L.B.Wandsworth Air Quality Review and Assessment, and air quality monitoring in Wandsworth and Lambeth. The site is within the Wandsworth Borough-wide Air Quality Management Area (AQMA). In respect of the potential effects from construction, these would be in terms of dust from construction, emissions from plant and emissions from vehicles. Given that the nearest residential properties are along Nine Elms Lane to the north of the site within 100m, there is the potential for moderate adverse dust effects during construction, minor adverse effect from construction traffic during the peak phase, and negligible for the remaining time, and negligible effect from plant emissions. In respect of the completed development consideration is given to the operational plant and ventilation systems, the effect of which is considered to be negligible, and operational traffic, where the effect is assessed as negligible on local air quality at four receptors, minor beneficial at 12 receptors, and moderate beneficial at one receptor. In respect of mitigation it is considered that a number of environmental management controls would be developed during construction, which have been successfully applied to other construction projects and would significantly reduce the risk of adverse effects, and in respect of the completed development sustainable transport measures are proposed to positively affect the negligible or beneficial effects. In respect of residual effects, following the implementation of mitigation measures, the construction effects would be minor adverse or negligible, and in respect of the completed development would be negligible, minor beneficial or moderate beneficial, and it is concluded that on the basis of London Councils Guidance it is considered that air quality is not a significant consideration in relation to the development.

Noise and Vibration: This section of the Statement assesses the likely effects of the development in terms of noise and vibration on off-site receptors and at the development itself, both during construction work, and on completion and operation of the development. It sets out the relevant planning policy context and considers the assessment methodology used, including identifying potentially existing and future noise receptors and establishing the existing baseline conditions including a noise survey, and assessments in respect of construction noise and vibration, and the

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completed development noise assessment methodology in respect of the site suitability, road traffic noise, building plant noise, delivery noise, car parking noise, and completed development vibration assessment methodology. The Statement goes on to consider the limitation and assumptions, particularly in respect of the outline nature of the application, consultation undertaken with HES, and then assesses the significance criteria in relation to the above categories. It then considers noise sensitive receptors, with Elm Quay Court and Riverside Court being the closest residential properties, as well as the impact on other noise sensitive spaces including the Marine quarters and office space. In terms of potential noise effects during construction, details of methods and plant to be used are indicative at this stage, and noise levels are therefore difficult to predict, with effects calculated as a worst case scenario, however, without mitigation effects are stated to be temporary minor adverse, with substantial adverse for short periods, and with vibration stated to be negligible. In respect of the completed development this is stated to have negligible effect on the surrounding road network, any plant could be limited in respect of its noise output, and effect would therefore be negligible, the effect of the service yard would be negligible as the majority of deliveries are likely to occur through the basement, as would the car parking.

In respect of mitigation during construction, this would involve the implementation of an Environmental Management Plan, which would include control measures for noise and vibration, and controls could be agreed with HES. In respect of the completed development, mitigation would be integral to the detailed design, with particular attention paid to windows and ventilation. As a result of mitigation, residual effects in respect of construction noise and vibration, some short-term disturbance for properties close to the site is considered likely, but is considered to be temporary and negligible to minor adverse. In respect of the completed development, the effects on the above elements are likely to be negligible to minor beneficial.

Archaeology: This section of the Statement assesses the likely effects of the development on archaeological remains and summarises the Archaeological Desk Study undertaken by Ove Arup and Partners dated June 2008. It sets out the relevant planning policy context and considers the assessment methodology used, including the limitations and assumptions, and the maximum and minimum parameters of the development. In respect of the significance criteria the Statement considers the importance of resources based on professional judgement against relevant criteria, identifying the likely nature of relevant archaeological features and the potential for further undiscovered deposits, considers the magnitude for change, the significance of potential effect and the significance criteria. In respect of the Baseline Conditions, the Statement acknowledges that the site lies within the LBW Archaeological Priority Area, and goes on to describe the topography and geology of the site and to give a chronological overview of the history of the site and area and the factors that have affected archaeological survival on the site including ground conditions and the form of previous buildings on the site, which over the last two hundred years have included

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a brewery, housing, a school, a gas works, a van works, and after destruction by enemy action in the second world war the site was gradually cleared and redeveloped with the present warehousing and commercial units.

In considering the archaeological potential and importance of the site, the Statement considers that the site has a high potential for geo-archaeological remains, a low potential of Roman remains, a low potential for Saxon remains, a moderate potential or later medieval remains and a high potential for post-medieval remains. In respect of potential effects during construction, it is stated that the proposed site clearance does not form part of the planning application, and therefore does not form part of the impact assessment, but will need to be carried out in accordance with legislation. The implications for the development in respect of the pavilion buildings is that excavation is likely to be to a depth of 1.5m, with the main Embassy building including basement parking to a 4m depth and piled foundations to a possible depth of 60m would remove any remains within the footprint to below the base of the alluvium recorded. In respect of the significance of the effect prior to mitigation in the worst case scenario, these are potentially moderate adverse with the exception of geo-archaeological remains which are moderate adverse to substantial, and prehistoric remains, which are potentially substantial for pile and bore construction. The effect of the development on archaeology is in the construction phase with no effect/mitigation anticipated for the completed development. In respect of mitigation during construction it is proposed to carry out further archaeological investigation in the areas to be affected by construction works, with preservation in situ unlikely to be necessary for the type of remains predicted to be present, with excavation and recording the likely strategy, subject to discussions with LBW and GLAAS. In respect of the residual effects, the Statement considers that any adverse effects on the potential archaeological resource could be reduced to an acceptable level or reduced completely, resulting in no significant effect.

The Statement summarises that the site has high potential for well preserved alluvial sediments, and deposits of geo-archaeological remains, moderate potential for prehistoric remains, and the potential for 19<sup>th</sup> Century remains is high, but likely to be of low significance. Given the works proposed, a programme of archaeological evaluation may therefore be required and is to be agreed, as a result of which it is anticipated that any adverse effects can be reduced to an acceptable level or eliminated.

Ground Conditions and Contaminants: Considers the effect of the proposed development in respect of geology, hydrogeology, contamination and exposure of existing on site ecosystems, examining baseline conditions established through an archaeological desk study, addendum report, (appendix 12.1 and 12.2 of ES) generic quantitative risk assessment report and landmark data report (appendix 13.1 and 13.2 of ES). The assessment looks at the effects on human health and the environment and the effect of ground conditions, water resources and soils.

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The assumption is that the site would be cleared. A further full intrusive investigation would need to be carried out to assess the potential for contaminated land within the footprint of the existing buildings, however following demolition, if required, the assessment stated that remediation of the site to a standard suitable for the proposed use would be undertaken. The assessment concluded that the site has had the potentially contaminated activities carried out on it and summarised the potential effects, mitigation and residual effects of the proposed development.

The assessment described the legislative and policy context, the history of the site, and the current land uses. The desk study identified a number of potentially contaminated land uses within 250m of the site, identified expected ground conditions, hydrogeological conditions, surface water and the potential for on and off site contamination. It also included monitoring for gases. The assessment noted that the overall risk to human health with regard to soil exceedances was low and ground water quality was good. The effect of the construction works was largely considered to be negligible, however the report identified that there would exist the potential of residual risk during the construction works. In terms of soil contamination the risk to soils and ground from spillages, would be subject to risk assessment in accordance with Environment Master Plan (EMP). The assessment identified that appropriate working measures, procedures and construction methodologies in disposal of contaminated materials, and the control waters directly for construction activities were seen as appropriate in mitigating the potential effects to human health and control of water, resulting in a negligible to long term minor beneficial effect. The risks to soils/ground were considered to be between local, long term to moderate beneficial. The risk to ground from accidental spillages was considered to be limited to local short term minor adverse. The introduction of made ground and hard surfacing to provide a clean growing medium would result in contaminated material having a negligible effect on the future site use adoption of protection measures would result in the effect on water resources being negligible. The risk to site workers from exposure to contaminated soils and ground gasses was considered negligible subject to appropriate working methods. The control of water directly from construction activities add indirectly from rainwater infiltration was also predicted to be negligible subject to adoption of piling procedures and construction methodologies. The risk to contamination of the sewers would be negligible following appropriate disposal of groundwater to foul sewer in agreement with Thames Water, the EA and the local authority.

The assessment identifies that during the construction phase mitigation measures to control the potential adverse effects of contamination would comprise of a combination of design measures for buildings, foundations, underground services and utilities and precautionary measures and procedures during demolition, earthwork and construction. The risk to control water from proposed uses would be negligible subject to agreement with the local authority and EA. The risk to future occupiers would be negligible with the introduction of hardstanding and ground gas measures. Drainage issues would be negligible due to mitigation by introducing slit traps and

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oil/fuel interceptors. Storage handling of materials would be negligible with the storage of chemicals to be undertaken in accordance with good practice guidelines. The risk to proposed landscaping would be mitigated through the planting of areas of soft landscaping to prevent contact with future site users. Risks to proposed structures also negligible due to construction adaptations.

Water Resources and Flood Risk: This section assesses the effect of the proposed development on post site clearance conditions relating to surface water drainage and quality, groundwater levels and flows and flood risk. The potential effects were identified and assessed for both the construction and operational periods of the development and assessed against “future” baseline estimations and the residual effects determined. The assessment draws on the findings of a flood risk assessment (FRA) and concludes with the mitigations measures considered necessary to result in a residual effect negligible to minor beneficial.

The assessment identified the relevant legislation, adopted planning policy at national level, regional and local levels and other sustainable and environmental guidance. An assessment of water resources potentially affected by the proposed development was undertaken including surface water resources, groundwater resources and flood risk. Predictions and assessment of possible effects on drainage systems and surface water bodies due to changes in water quantity and quality as a result of the proposal were made using professional judgement. The FRA followed the approach set out in PPS25 (Development and Flood Risk 2006) and utilised a sequential test methodology whereby it demonstrated that there were no reasonable sites in areas with lower probability to flooding that would be more appropriate to the type of development being proposed. The assessment identifies that an exception test would also be required to demonstrate that the development would be safe, without increasing flood risk elsewhere and where possible reduce flood risk overall. Consideration was also given to improving the overall sustainability of the surrounding area. The flood levels took into consideration the allowances in sea level increases and the operation of the Thames Barrier or its replacement structure. The assessment considered the maximum depth of the proposed development in assessing the effects on ground water flow and maximum expanse of floor plates in terms of adverse effects on surface water. The assessment also considered the minimum finished ground levels to assess the potential of flood risk caused by overtopping or a breach in the flood defence walls. Details of drainage strategy and specific SUDS methodologies would be confirmed during the design stage. Both EA and Thames Water were consulted with respect to FRA. EA confirmed the site is located with Flood Zone 3A and defended from the River Thames tidal flooding. The EA scoping opinion stated that the FRA should address all potential sources of flooding and how the identified sources of flooding can be minimised with advice given on methodologies to predict tidal flooding, surface water flooding and groundwater in Appendix 2.3.

The assessment identified the baseline conditions in terms of topography, geology, hydrogeology, surface watercourses and flood risk, drainage (surface water and foul

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flows), portable water and predicted future surface water drainage and water quality. The assessment identified the potential effects of the development to be at risk from surface water flooding due to construction earthworks and temporary site drainage. However assuming best practice techniques were adopted this would give rise at worst to a temporary and local risk of overland flooding of minor advise significance; Risk from groundwater flooding due to excavation and piling which could potentially create a drawdown effect of the surrounding table, however, the monitoring of groundwater at discharge rates and volumes of water agreed by the EA and Thames Water prior to commencement of development and adopting piling techniques would have a negligible effect in terms of flood risk. Risk to controlled waters and cross contamination between upper and lower aquifers due to presence of London Clay beneath the site, which could connect the upper and lower aquifers. In addition piling could also introduce new pathways, which could lead to contamination of groundwater. However provided majority of contaminated soils removed from the site before construction and piling techniques conducted to minimise pathways this would ensure that risks to controlled waters would be negligible.

The construction of a basement as a result of the proposal may cause groundwater to rise slightly upstream of the site (to the south) however this is anticipated to be small and would be unlikely to induce flooding of adjacent sites resulting in a negligible effect. All building systems would need to be protected from groundwater inundation with the basement constructed of concrete and water proofed as appropriate which would ensure that the building is impermeable and result in negligible risk to occupants of the building. The development is likely to increase rainwater discharge to the storm water sewer, resulting in a reduction of the surface water runoff rate from the development. The inclusion of a variety of sustainable drainage systems (SUDS) measures such as permeable surfaces (paving), ponds, and living roofs as well as underground attenuation measures would have a negligible to minor beneficial effect. The incorporation of SUDS would also further assist in improving the water quality of the runoff from the site and as such result in a minor beneficial effect on surface water quality. Water demand from the development would be reduced through the incorporation of water efficient fittings and sanitary ware. The inclusion of rainwater harvest and landscaping requiring minimum irrigation in the detail design would also reduce water demand. Nevertheless water demand is expected to be higher than from the existing site and therefore consultation with Thames Water and any required upgrade works would be implemented prior to the completion of the proposed development, resulting in a negligible effect on the local water supply. The assessment identified that it would be very unlikely that the flood defences would be overtopped and that the Thames tidal defences are subject to high level of inspection by the EA, therefore the risk of overtopping is considered to be negligible. Since the proposed ground and entrance level is higher than the statutory flood level, flooding of River Thames would be unlikely to affect the site and the effect of a tidal breach would therefore be negligible. A requirement of the detail design of the development would be to ensure that a safe means of access and egress would be provided from the

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site in the event of flooding of the surrounding areas. Assuming this is provided the effect on future occupants of the development would be negligible.

Ecology: This section of the assessment addresses the ecological appraisal of site by an independent assessor based on relevant legislation and takes into account legislative protection afforded to specific habitats and species.

A scoping exercise was undertaken to determine whether any ecological resources could be affected by the development. The exercise identified the Zone of Influence (ZoI) ie the areas/resources affected by the biophysical changes caused by activities associated by the project. The potential ecological effects of the development were largely considered to be confined to the site itself however consideration was given to effects which may extend beyond the site boundary. Prediction of the likely significant effects took into account the different stages and activities within the development process and the inherent mitigation. The extent, magnitude, duration, reversibility, timing and frequency and cumulative effects were all factors examined based on a seven point criteria. The site lies within NE's London Basin Natural Area and one of the highly fragmented urbanised habitats in London. Battersea Park 1km to the west of the site provides local amenity resources and opportunity for public access to wildlife, woodland, grassland and water features. There are 22 Sites of Important for Nature Conservation within 2km of the site including River Thames, which provides important habitat for fish, bats and birds; and Battersea Power Station less than 600m to the west important for breeding of peregrine falcon and black redstart. The existing buildings on the site do not offer any roosting opportunities to bats or birds and the site supports a very limited amount of vegetation. The site does offer some ornamental planting which is likely to provide foraging and shelter for local birds and invertebrate species as are the small number of trees which are present. Flora, amphibians, eel, hedgehog, invertebrates and bats are all unlikely to be present. Black redstarts which are protected under Schedule 1 of the WCA are know to breed in the local area at Battersea Power Station and while the site offers sub-optimal nesting and foraging opportunities and would not be expected to be present, precautions during demolition would be taken in the unlikely event that nesting black redstart are present.

No significant adverse effect to any designated site is anticipated as a result of construction works or completed development. However as a precaution Environment Agency (EA) best practice working methods would be adopted to ensure that the River Thames SMI is protected from pollution and runoff. There would be no ecological effects to Thames as a result during the construction phase or significant residual effect as a result of clearance of hardstanding and bare ground habitats. In terms of habitats and species no mitigation is required to compensate for the loss of the hardstanding and bare ground of predicted negligible value on the site post clearance and demolition, and completion of development. Management of the site would avoid opportunities of ecology to be established. Planting of native trees and

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shrubs together with inclusion of nest sites for birds would enhance the biodiversity value of the site which is likely to have a permanent/minor beneficial effect. With the proposed mitigation measures in adoption of EA best practice working methods and management of the site to ensure no ecological interest established which could be controlled by suitably worded conditions, the development would be in conformity with London Plan policy 3D.12 and Council policies GEN23 and ON8, together with the legislation protecting ecological resources.

Wind: This section of the Statement assesses the likely effects of the development on the local wind microclimate within and around the development and sets out the relevant policy context and assessment methodology in respect of wind tunnel testing, which allows tests to be quantified and classified in relation to the widely accepted Lawson's Comfort Criteria. The maximum parameters of the development were modelled, with a scale model produced for the wind tunnel and including relevant features around the site to a distance of 360m. The baseline conditions included general meteorological conditions, the surface roughness, the wind conditions at the site, and the future condition of the site, which will be cleared, are taken into account.

In respect of the potential effects, these are considered to be negligible during construction, and with the completed development are considered to be relatively calm, and suitable for a range of uses (from sitting to leisure walking), with the windiest conditions in the south east corner of the site (suitable for business walking in the worst case scenario) due to the acceleration of wind around building corners and funnelling between the main Embassy and south east pavilion. Given the outline nature of the application, details have not been finalised, however, effects are likely to range from moderate adverse to minor beneficial depending on uses for different locations. As effects during construction were judged to be negligible, no mitigation measures are proposed. In respect of the completed development mitigation where needed would include planting and other landscaping enhancements, and possible screening to provide shelter at points where required for pedestrians at entrances and outdoor seating/amenity areas. At any potential terrace level appropriate mitigation could include perimeter screening and planting. The residual effects for the completed development after mitigation would range from negligible to minor beneficial.

Daylight and Sunlight, Overshadowing, Light Pollution 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 supported by technical findings at Appendix 17.1 to 17.7 of the ES. The applicants considered the existing baseline conditions and compared them with the maximum (worst case scenario) and minimum masses of the proposed building in assessing the effects of the development. Access to the buildings was not achieved with only assumptions made concerning internal layouts, floor levels were assumed based on standard residential proportions and that all facades of proposed building will be glazed. In respect of daylight and sunlight no mitigation was considered necessary for the minimum massing for occupiers of Riverside Court



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or Elm Quay Court. Mitigation in respect of maximum massing will be considered for moderate adverse effects on Elm Quay Court during the detailed stage. In terms of light pollution and overshadowing the effects are stated to be negligible, and no mitigation considered necessary. However potential solar glare could be reduced to negligible with minor alterations to the facades.

The studies focused on residential properties 1 to 97 Riverside Court and Elm Quay Court, Nine Elms Lane. The assessment used Vertical Sky Component (VSC), Average Daylight Factor (ADF) and the No-Sky Contour (NSC) to calculate daylight to windows in neighbouring residential properties likely to be affected by the development. Sunlight was assessed by looking at annual probable sunlight hours (APSH) throughout the year to habitable rooms during summer and winter months. The level of effect in relation to daylight and sunlight on the surrounding properties would vary throughout the construction phases and would increase with magnitude. Access to the buildings were not achieved with only assumptions made concerning internal layouts, floor levels were assumed based on standard residential proportions and that all facades of proposed building will be glazed.

Analysis of baseline conditions for 1 to 97 Riverside Court identified that most of the windows achieved satisfactory daylight at the window face, the majority with good sky visibility and most receive adequate quantum of light to living room areas. However the ADF suggests that despite satisfactory daylight and good sky visibility a third of rooms in flats 34 to 65 and half between flats 66-97 achieve a quantum of daylight considered acceptable to living room areas, which suggested that although there is good daylight the rooms could be poorly lit due to deep rooms with small windows. When assessing the maximum massing the majority of windows in flats 1 to 33 met VSC and BRE guidelines; 4 windows failed to satisfy VSC methodology with a level of 24%, however, this was still considered high for a suburban environment with all of these rooms compliant under the BRE guidelines under the ADF. The assessment stated that for these reasons the effects of daylight would be negligible with the maximum massing in place. It goes on to state that site facing windows in flats 34 to 97 were fully compliant with BRE Guidelines in terms VSC. The APSH assessment confirmed that all windows would satisfy the BRE criteria for sunlight resulting in negligible effect.

The assessment identified existing baseline conditions for most of the windows in Elm Quay Court to achieve satisfactory daylight and very good visibility at working plane height. However the ADF suggested that less than a third of the rooms achieved a quantum of daylight that is considered acceptable to a living room the result of proportional small windows serving large rooms. 92% of the windows met BRE guidelines for sunlight. The assessment identified that maximum development would result in 23% (32 of 138) of the site facing rooms unable to comply with any of the daylight assessment criteria (reduced to 4% ie 6 rooms in minimum mass assessment with 1 room not meeting any of the criteria). However 30 of these rooms (94%) were unable to meet at least existing baseline conditions. 14 windows did not meet BRE

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minimum requirement for sunlight however 8 of the 14 did not meet existing baseline conditions (reduced to 5 windows with minimum massing, with 4 of the 5 not meeting existing baseline conditions). The assessment concluded that with maximum massing the effect of daylight would be moderate adverse and sunlight minor adverse with the overall effect of minimum massing to be minor adverse for both daylight and sunlight.

The assessment undertook an overshadowing study to determine areas of permanent shadow where the sun would hit the ground and transient overshadowing at key dates in the year during Spring Equinox (March 21), Summer Solstice (June 21) and Winter Solstice (December 21). Existing baseline conditions identified no permanent overshadowing with only translucent overshadowing to the River Thames. With maximum massing the permanent shadow assessment indicated a shadow to only 0.22% within the site and would be negligible. It is expected that translucent overshadowing in March with maximum mass would cast a shadow over the Thames between 0800hrs and 1200 noon (0800 to 0900hrs with minimum mass) and would gradually reduce during the day, this would be reduced in June and extend when sun is lower in December, however due to the distance of the development from the river the shadow would not remain one place for any prolonged length of time. The assessment which includes shadow images cast by the massing of the building concludes that the effect of overshadowing as a result of the development would be negligible.

An assessment into light pollution was undertaken but as the development has not been finalised a generic lighting strategy was assumed. The assessment suggests that a further study into light pollution at the detailed design stage should be undertaken to ensure that all standards are met. Existing baseline conditions identified little effects in light pollution. The assessment states that nearest residential building will be 60m from the proposed maximum massing and at this distance potential for light trespass is negligible. The proposed landscaping lighting scheme should take into account the residential properties surrounding the site and respect and not exceed the quantity levels of sky glow, glare and building luminance outlined within guidance notes for the reduction of obtrusive light (ILE guidelines). Assuming that these other elements of light pollution follow the design criteria the potential effect from light pollution from the development would be negligible.

The assessment of solar glare or dazzle was undertaken at specific viewpoints around the site where it was considered solar glare might cause a distraction. The assessment identified that BRE guidelines point out that glare or solar dazzle can occur when sunlight is reflected from a glazed façade. This can affect road users outside the occupants of adjoining buildings. The problem can occur either when there are large areas of reflective tinted glass on the facade, or when the areas of glass which slope back up to 35-degrees from the vertical, so that high altitude sunlight can be reflected along the ground. Solar dazzle is a long term problem only for some heavier glazed (or mirror clad) non-domestic buildings. Analysis was carried out using specialist lighting software including images and angles of the sun for the entire year assuming

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that all the facades of the building were fully mirrored. There are currently no solar glare issues. The assessment identified that the potential effect of maximum massing in terms of solar glare to be moderate adverse for drivers travelling in a south westerly and north easterly direction along Nine Elms Lane.

The assessment of sunlight, daylight, overshadowing, light pollution and solar glare concludes that the development would have a negligible potential and residual effect upon the surrounding amenity. This however will be dependant upon mitigation measures to reduce the potential effects, with regards to sunlight and daylight on Elm Quay during the detail design of the building; and with regards to solar glare mitigated through minor alterations to the facades.

Telecommunications: This section addresses the likely effects of the development on the transmission and reception of existing radio and television broadcast signals and satellite television signals to radio and television users around the site; and cellular communications around the site. This desk-based assessment describes the policy context and methods used to assess the effects together with baseline conditions, the potential effects, and residual effects following implementation of mitigation measures. The assessment concludes that the focus has been based on shadowing and ghosting in terms of the effects of the development upon radio, satellite, terrestrial television and cellular communications resulting in a residual negligible effect.

The assessment outlines the national, regional and local planning policies in respect to telecommunications and tall buildings. The communication transmissions considered were broadcast radio, satellite television, terrestrial television and cellular communications which all operate on different frequencies. Baseline conditions for broadcast radio were assessed as reasonable with radio signals from Crystal Palace (approx 7.4km south east of the site), Alexandra Palace (approx 8.7km south east of the site) and Brookhams Farm (approx 25.7m north of the site) transmitters. Satellite television signals were considered to be acceptable being supplied by Sky and dependant on the acute angle of the satellite to earth. Terrestrial television receives transmitted signals through ultra high frequency transmitters at Crystal Palace and Croydon was considered to be acceptable. While three cellular communications were identified within 500m of the site with a reasonable level of communication. The effect on large structures on airborne transmission signals are principally manifested in 'shadow' effects (where an area behind a structure is partially or completely screened from the transmitter, preventing reception of the transmission or reducing signal strength); and 'ghosting' effects (where transmission is reflected and/or scattered by a conducting surface on the structure which can cause delay and television ghosting appearance on viewing screens). The assessment looked at the varying physical properties of each of the communication transmission, the information provided of the development, the location and elevation of transmitter locations, the approximate height of surrounding buildings and lands uses of adjacent sites. This information was used to determine a line of sight shadows caused by the potential development and the potential for signal reflections with both maximum and

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minimum parameters considered. The methodology excluded the three smaller pavilion buildings, with the main building assumed to be constructed of conductive reflective materials to maximise signal reflection and diffraction. It was also assumed that the digital switch over will occur in April 2012.

During construction, the effect on broadcasting radio, due to its low frequency level was considered to be negligible. The physical nature of the waves means that even in the worst case scenario analogue and digital radio services would be received from more than one transmitter and so enable reception to end user to be maintained. Satellite television could be temporarily affected if tall cranes interrupt satellite signals during construction, the effect would be temporary/ short-term with minor adverse significance. The completed building would at worst result in a minor adverse effect for occupiers in Elm Quay Court with any satellite dish sufficiently high to be well above transmission shadow. Satellite signals would not be affected by ghosting. Terrestrial television could also be affected by cranes blocking signals during construction resulting in temporary short-term local effect. The proposed development would create a shadow cast to the northwest for the Croydon transmitter and north-west for the Crystal Palace transmitter. The worst-case scenario would result in signal reduction of between 75% and 90% to the north-west of the development. The shadow would extend over properties within Elm Quay Court and across to the north side of the River Thames with closet residential property in the shadow zone being Dolphin Square. In order to deal with this there would need to be periodic repositioning of the reception antennae by the occupants to areas of better reception. The effect of any terrestrial television reflection would be reduced on a national stage when all analogue television is replaced by digital television by April 2012. As the proposed construction date would be 2012 the completed development would have a negligible effect upon terrestrial television. In the long run any adverse effects to terrestrial television as a result of the development could be mitigated by the end user through a host of measures including increasing the height of the aerial, upgrading equipment, maximise reception strengths, realigning aerials to an alternative transmitter, relocating aerials on building facades and roof slopes, switching to digital television and radio transmission or to free to view satellite or cable services. Cellular communication would not be significantly affected as a result of the proposal and there would be no need for mitigation measures for the completed development.

Townscape, Visual and Built Heritage Assessment: The Statement describes the relevant planning policy context, the proposed development, the site, the existing buildings on the site, the site history and site surroundings. It then goes on to draw conclusions in relation to the existing townscape, that the site, nor its immediate surroundings contains buildings of architectural or townscape significance, however further afield the proposed development is likely to have an effect on Battersea Power Station, the Westminster World Heritage site and conservation areas in Kensington and Chelsea and Westminster. The visual assessment then goes on to draw the following conclusions; that the proposed development would preserve the setting of the Westminster World Heritage Site, that the proposed development would preserve

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the setting of Battersea Power Station, that the proposed development would preserve the setting of The Hospital and Cheyne Conservation Areas in Kensington and Chelsea and Pimlico Conservation Area in Westminster, and that the proposed development would be likely to significantly improve its immediate setting in and around Nine Elms Lane. The Statement goes on to explain the Accurate Visual Representations (AVR's), in terms of choice of views, methodology, and technical details and to show the 31 views on which the conclusions are based, with both the existing and proposed outline views, each accompanied by a commentary of the existing and proposed and an assessment of the effect.

Cumulative Effect: This section of the Statement assesses the likely effects of the development in relation to the interactions between the various environmental effects of the development in isolation and the combined effects with those arising from other presently or reasonably foreseeable schemes. In respect of the combined individual effects of the of the development (Type 1 Effects), these are only considered in relation to the construction, as this presents the greatest likelihood of effect interaction, and therefore significant adverse effects, albeit temporary, and considers that there is the potential for some interaction, but these would generally be restricted to relatively short periods. As stated in relation to the Development Programme and Construction, an Environmental Management Plan would be implemented during construction to monitor and minimise the effects of work. In respect of the combined effects with those arising from other presently or reasonably foreseeable schemes (Type 2 Effects), these are considered in relation to Vauxhall Sky Gardens, St Georges Wharf and Vauxhall Tower, and Battersea Power Station.

In respect of Socio Economics, the cumulative effect of the construction phase given likely varying timescales, is anticipated to be negligible, and in respect of the completed development, are likely to generate expenditure, a proportion of which would be captured locally, and contribute to the regeneration of the area, which would have a long term beneficial effect of moderate significance at the local level, and minor significance at a regional level.

In respect of transport and access, for the construction phase, cumulative effects are considered to be temporary minor adverse at worst, and in respect of the completed development are assessed to be negligible and are considered within the Transport Assessment.

In respect of Air Quality, cumulative effects of the construction phase are considered to be mainly in terms of dust, and are considered to be negligible, given the relative distance from other potential development sites, and in terms of exhaust emissions, could in a worst case scenario, be temporary short-term minor adverse. In respect of the completed development cumulative effects are likely to be in terms of traffic, considered to be minor beneficial to negligible, depending on the location of the receptor.

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In respect of Noise and Vibration, the cumulative effects of the construction phase are considered to be negligible given the distance of other sites and the timing possibility of an overlap. In respect of the completed development cumulative effects are likely to be negligible at the majority of locations and minor beneficial at Parry Street.

In respect of Water Resources and Flood Risk, the cumulative effects of the construction phase are likely to be site specific, and negligible, with the possibility of minor adverse short-term local effects in the event of accidental spillages. In respect of the completed development, cumulative effects considered to be negligible, given that each scheme will be required to ensure that adequate measures are incorporated to deal with issues such as surface water attenuation and foul drainage flooding.

In respect of Ecology and Nature Conservation, the cumulative effects of the construction phase are likely to be negligible, given the low ecological value of the site. In respect of the completed development cumulative effects are likely to be minor beneficial given that new areas of planting are likely to be proposed.

In respect of Wind, the cumulative effects of the construction phase are likely to be negligible given the distance from other sites. In respect of the completed development cumulative effects are likely to be in relation to Vauxhall Sky garden, which has been modelled, as it is closest to the site, which, with mitigation, is likely to have a negligible to minor beneficial effect.

In respect of Daylight, Sunlight Overshadowing, Light Pollution and Solar Glare, the cumulative effects of the construction phase and of the completed development are likely to be negligible given the distance of other developments from the site.

In respect of Telecommunications, the cumulative effects of the construction phase are likely to be negligible given the existing transmitters, and in respect of the completed development cumulative effects are likely to be negligible as described in the relevant chapter, with no significant additional adverse impact from cumulative schemes.

In respect of Townscape, Visual, and Built Heritage Assessment the cumulative effects are identified within the relevant chapter, which concludes that there would be no additional significant adverse cumulative effects.

In Summary and Conclusion it is stated that the cumulative effects of the construction phase are likely to be isolated and temporary, and in respect of the completed development the majority cumulative effects are likely to be negligible, with some temporary minor adverse effects in respect of construction traffic and related effects on noise and air quality, possible temporary minor adverse effects in relation to accidental spillages on water resources, long term beneficial effects in relation to the

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effects of landscaping on ecology, and with mitigation wind effects. Consequently the completed development would be negligible to minor adverse.

A Summary of the Residual Effects is given in table form for ease of reference, along with relevant Documents and appendices.

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Borough Planner

8th September 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.