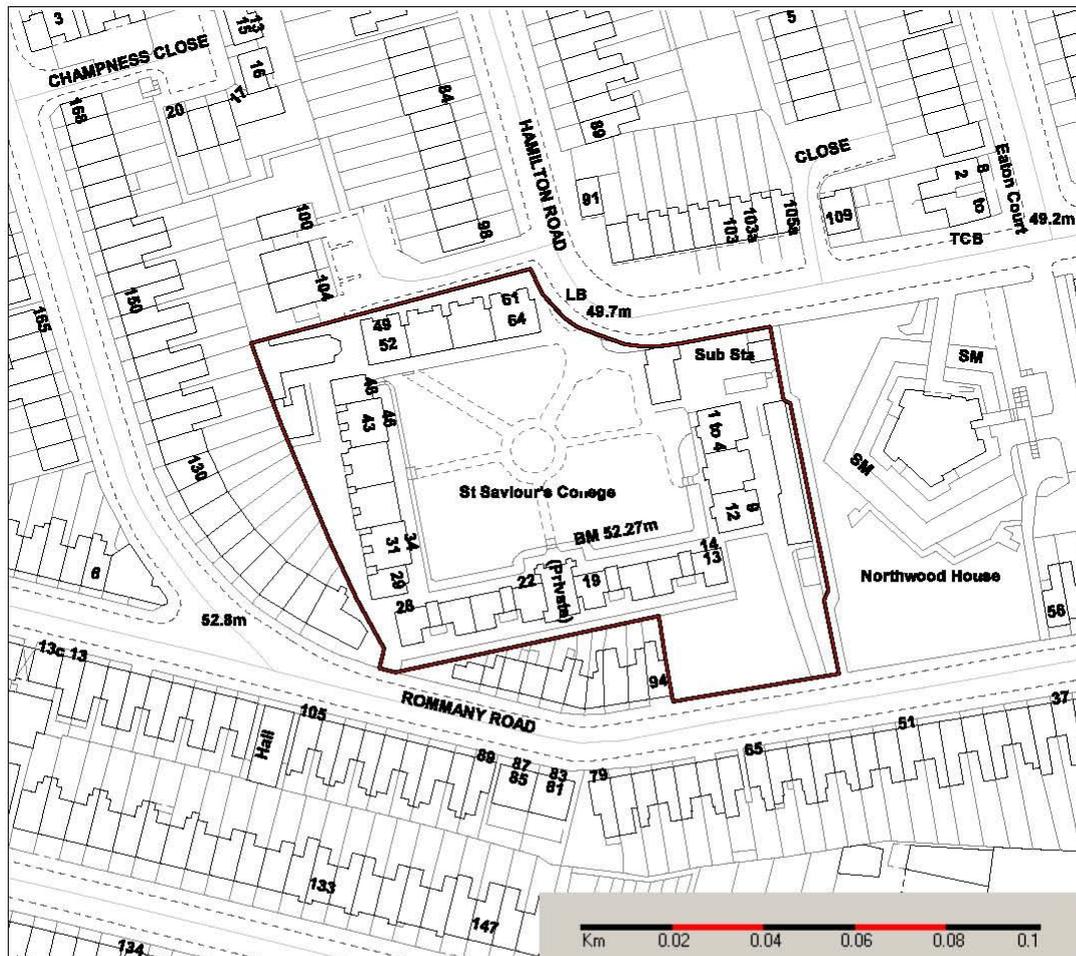


LAMBETH PLANNING APPLICATIONS COMMITTEE



Case Number :	07/00423/FUL
Application Address :	St Saviours College, 110 Hamilton Road London SE27 9SD



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Location	St Saviours College 110 Hamilton Road London SE27 9SD
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Ward Gipsy Hill
Proposal

Redevelopment of the site, involving demolition of existing buildings and erection of 5 blocks from 2 to 5 storeys and conversion of existing chapel building (Use Class D1) to provide 89 residential flats (all Affordable Housing) comprising 27-one bed, 49-two bed and 13-three bed units along with the provision of 48 parking space including 10 disabled parking spaces, cycle storage, refuse and recycling storage and hard and soft landscaping.

Application Type Full Planning Permission

Application No 07/00423/FUL/DC_LDO/12668

Applicant Nicole Murphy

Date Valid 8 February 2007

Considerations

Approved Plans

FNH342/P/01, 02a, 10a, 11a, 12, 13, 14, 15, 21, 22a, 23a, 24a, COL/16, 17

Recommendation	GRANT PERMISSION SUBJECT TO S.106 AGREEMENT
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Officer Report

07/00423/FUL

1.0 KEY ISSUES

1.1 The main issues arising from this proposal relate to:

- The principle of the change in nature and intensification of residential occupation at this location.
- The design and appearance of the proposed buildings and the impact upon the surrounding area.
- The impact of the proposal upon the amenities of neighbouring occupiers.
- The transport and highways implications of the proposed scheme.
- Ability of the proposal to meet its planning obligations.
- The sustainability of the proposed development.
- The ability of the proposal to meet accessibility and security requirements.

2.0 SITE

2.1 The application site covers an area of just over 8,000 sq.m and it roughly rectangular in shape. The site contains a private chapel, flanked by 64 red brick two storey terraced accommodation with pitched roofs, which are arranged in a squared layout all facing in towards a central open area. There is a former day centre in the north west corner of the site. St Saviours College has been vacant since September 2006. It previously provided 64 units of accommodation for retired, elderly persons, with support from an on-site warden.

2.2 The main access to the site is via a pedestrian gate and set of ornate vehicular gate on the bend of Hamilton Road. There is a secondary access in the south east corner off Rommany Road, alongside a former bowling green which is designated private open land.

2.3 The surrounding area is residential in character, comprising a mix of dwelling styles. Most notable is Northwood House to the east, a 12 storey 1960's housing block. To the north on Hamilton Road are postwar to 1980's social and private housing. To the south and west, on Rommany Road are rears of Victorian terraced properties with variable gardens lengths.

2.4 The site is not located within a Conservation Area, nor does it contain, or affect the setting of, any listed buildings.

3.0 PROPOSAL

3.1 The proposal is to demolish the existing buildings, barring the Chapel, and to erect 5 blocks from 2 to 5 storeys and convert the Chapel building to provide 89 residential units. 27 one bed, 49 two bed and 13 three bed units along with the provision of 48 parking spaces, cycle storage, refuse and recycling storage and hard and soft landscaping.

4.0 RELEVANT HISTORY

- November 2004 – Planning consent was granted for the demolition of the existing accommodation on site and the erection of 48 self contained sheltered, residential units (Ref 03/03308/FUL). This consent remains extant.

4.0 CONSULTATION

- 4.1 Letters were sent to 470 neighbouring properties at addresses on Rommany Road, Northwood House, Eaton Court, St Lousi Road, St Gothard Road, Clive Road, Gipsy Road, Champess Close, St Gothard Road, St Gothard Mews and Burtwell Lane. The Dulwich Society, Dulwich Residents Assoc. Becondale road Res Assoc, Romanny Road Res assoc.
- 4.2 After receiving minor amendments to the application made following comments from The Met Police and the LBL Design Officer, on the 19th of April revised plans were sent to the Rommany Road Residents Group, the local Library and put onto the public access website. Any comments made in regards to these changes will be reported directly to members on the evening of PAC.
- 5.3 6 site notices were displayed
 - 16 Feb 2007
- 5.4 A press notice was published
 - 16 Feb 2007
- 5.5 The applicants also undertook their own consultation procedures in the form of two public meetings before this application was submitted and one during the application process. There have also been several meetings with individual neighbouring occupiers as well as with groups.
- 5.6 33 letters of objection and have been received from neighbouring occupiers and the Rommany Road Residents Group, 1 letter of support from a neighbouring occupier was also received.

Objection (relevant to planning)	Response
<ul style="list-style-type: none"> <input type="checkbox"/> Inappropriate siting, scale, design and external appearance of the proposed buildings will harm the visual amenity of the surrounding area and cause visual domination to neighbouring occupiers. <input type="checkbox"/> Visual domination over the footpath to the east. 	<ul style="list-style-type: none"> <input type="checkbox"/> The design, scale, and siting of the proposed development is considered to appear appropriate within the context of its surroundings and to contribute positively to the visual quality of the area. The scale of the development and distance to neighbouring occupiers is such that it would not cause a material loss of amenity to neighbouring occupiers from visual domination. <input type="checkbox"/> It is considered that the proposed development would increase

<ul style="list-style-type: none"> □ Density is unacceptably high. □ Loss of sunlight and daylight. □ Overlooking and loss of privacy. □ Noise and disturbance from use. □ Inadequate parking and access arrangements. Negative Impact on Highways safety. □ Negative impact upon trees. 	<p>surveillance over, and safety and security to, the path to the east.</p> <ul style="list-style-type: none"> □ The assessment of planning applications follows a design led approach. It is considered that the development maximises the potential of this brownfield site and is appropriate in terms of scale for its location within the local townscape. □ The development is found to satisfy the standards suggested within BRE publication no 209 'Site Layout Planning for Daylight and Sunlight: A guide to good practice'. □ There is no doubt that the proposed development would lead to a change in the outlook for some neighbouring occupiers however the location of, distance to, and design and scale of the proposed development blocks are such that it is not considered that there would be a material loss of amenity to neighbouring properties from overlooking or loss of privacy. □ The proposal is for a residential development within a residential area, the nature of use is not considered likely to cause a loss of amenity from noise and disturbance. □ The LBL Transport Team are satisfied that subject to conditions to secure a car club and section 106 monies to secure better cycling routes to the site, that there is satisfactory parking and access arrangements and that highways safety will not be adversely affected.
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<ul style="list-style-type: none"> □ Access and security arrangements to the site will make neighbouring occupiers vulnerable to criminal activity. □ Heights of the buildings have been misrepresented on the plans. 	<ul style="list-style-type: none"> □ The site is not within a Conservation Area and contains no trees that are subject to a Tree Preservation Order. The site contains no large trees. The Cherry tree on the south boundary of the site shall be retained. □ The Metropolitan Police have made comments and suggestions on the application that have been incorporated into the scheme during the application process. As such they are satisfied with the scheme subject to conditions from a safety and security position. As an entirely affordable housing scheme it will have to comply with secure by design. Conditions will be placed in order to preserve existing high boundary walls with neighbouring occupiers. □ The applicant's surveyors have re-evaluated the drawings and have stated that the drawings are accurate. If the scheme were to be built not in accordance with the approved plans and then this was found to be contrary to development plan policy the owners would be liable to enforcement action to amend the scheme to a compliant state.
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LBL Design. No objection subject to conditions.

LBL Transport. No objection subject to conditions and s106 monies to secure improvements to local cycle routes.

TfL: Raise no objection.

Thames Water. Raise no objection.

Met Police: Suggest amendments to access and boundary treatments. These have been incorporated into the proposal.

LBL Housing: Support the proposal.

LBL Environmental Development: States that amenity space is well planned but that an s106 contribution to Norwood Park should be investigated.

6.0 RELEVANT POLICIES

National Guidance

- 6.1 The following national guidance is considered particularly relevant to this application:

PPS 1 Delivering Sustainable Development
PPS 3 Housing
PPG 13 Transport

Adopted UDP:

- 6.2 The following policies of the adopted Lambeth Unitary Development Plan (1998) are considered relevant to this application:

H1	Housing Provision
H6	New Housing Development
H7	Affordable Housing
H10	Residential development Standards
H11	Dwelling Mix
CD11	New uses for Churches
CD15	Design of new development.
ENV8	Protection of Trees on Construction Sites
ENV9	New planting and landscaping
ENV24	Waste management and disposal
RL27	Preserving Private Open Space
T9	Provision of Vehicular Accesses
T12	Parking Standards
T17	Transport Implications
T36	Cycle parking

Replacement UDP

- The following policies of the revised deposit Lambeth Unitary Development Plan (Oct 2006) are considered relevant to this application:

6	Developing Brownfield Sites
9	Transport Impact
14	Parking and traffic restraint
15	Additional housing
16	Affordable Housing
31	Streets, character and layout
31a	Security
32	Building scale and design.
32a	Renewable Energy in Major Developments
32b	Sustainable Design & Construction
36	Streetscape & Landscape
45	Open Space and Sports Facilities
50	Waste
50a	Planning Obligations

- 6.3 The London Plan: Spatial Development Strategy 2004.

- 6.4 The current up to date statement of the Council's planning policies is contained in the Replacement Lambeth UDP. This is now at an advanced stage in the process of adoption. Proposed Modifications were placed on deposit ending on 1 December 2006. The Council's Cabinet, in approving the

Proposed Modifications recommended that: "The Proposed Modifications, together with the unaltered parts of the Revised Deposit UDP, are approved for use for development control purposes".

- 6.5 Considerable weight can now therefore be attached to policies that were not subject to objection at the Proposed Modifications stage and those that were recommended by the Inspector.

Other (including SPG)

- 6.6 The Council's following Supplementary Planning Guidance were also considered relevant:
- SPG4 – Internal layout and Room Sizes

7.0 PLANNING CONSIDERATIONS:

Land-use Issues

- 7.1 National policy guidance PPS3 regarding housing states that it is important that full and effective use is made of land within urban areas. Policy H1 [Housing Provision] of the adopted UDP and Policy 15 [Additional Housing] of the emerging UDP seek to provide sufficient additional housing to meet the rates of provision in line with the Boroughs assessed levels of need.

- 7.2 There are no policies within the adopted or replacement UDP that protect against the loss of the vacant old persons accommodation if the proposed redevelopment is for alternative permanent affordable residential accommodation and there is no net loss of overall floorspace. Given that this proposal is for 100% affordable housing the principle is considered encouraged by development plan policy.

- 7.3 The Chapel Building was used a place of worship by the residents of the Almshouses up until the site was closed, it is not considered that the buildings small scale and location lends itself well to a continued community use. As such the change to residential is considered acceptable. The proposed development enhances the setting of the Chapel building and ensures its maintenance and upkeep, as such development plan policy is considered satisfied in this respect.

Residential Design Standards and Dwelling Mix

- 7.4 Policy H10 [Residential Development Standards] and H11 [Dwelling Mix] of the adopted UDP, Policy 15 of the replacement UDP and supplementary planning guidance of the adopted and replacement UDPs require that that proposals of this nature meet the standards and criteria set by the Council in terms of dwelling mix, minimum floor space for habitable rooms, window provision and ceiling heights.

- 7.5 The proposal would result in the provision of 27 one bed units, 49 two bed units and 13 three bed units. The stacking of the proposed units is considered to be satisfactory and the development will have to comply with current building regulations in terms of soundproofing between units.

- 7.6 The three bedroom units are between 74sq.m and 80 sq.m in floor area, 9 of which would have access to large areas of private amenity space, all the three bedroom units would be able to comfortably accommodate 5 people. The two bedroom units are also large in terms of floor area all being between

55sq.m and 80sq.m, 13 have access to private garden area or balcony areas and all would be able to comfortably accommodate between 3 and 4 people. The LBL Housing Department have stated that they support the application and it is considered that there is an acceptable mix of dwelling sizes and types proposed.

7.7 There is a total of shared amenity space 2410 sq.m and an additional 1065 sq.m of private amenity space proposed as part of the application. The shared amenity space includes 700sq.m approx of amenity space provided at the square within the centre of the site which would be accessible by all occupiers and 460 sq.m approx of shared amenity space accessible to occupiers of blocks A, B, C and F where the former bowling green, which is designated open space, is located, and via which occupiers of said blocks will be able to access Rommany Road.

7.8 With respect to the Environmental Development Team, Norwood Park is approximately a 15 minute walk over several busy roads, it is difficult to argue that this proposal would have any impact upon the park that would require mitigation. As such, and without having defined methodology for calculating mitigation, it is not considered that failure to secure s106 money in this respect could be justified as a reason for refusal.

7.9 Circulation space within the proposed units comply with the circulation requirements of part M of the Building Regulations, as the proposal would have flush thresholds, doors with in excess of 800mm clear openings, hall spaces at least 900mm in width. This complies with mobility standards.

Provision of Affordable Housing

7.10 Policy H7 [Affordable Housing] of the adopted UDP and Policy 16 [Affordable Housing] of the replacement UDP require the provision of affordable housing in association with development of this scale. Under both policies, the normal expected level of provision is 50% of habitable rooms assuming a public subsidy, or 40% of habitable rooms with no public subsidy.

7.11 Given that the applicants intend the site to be developed by an RSL all the units would be used for affordable housing provision. However given the sites previous use as affordable accommodation at least the same amount of floor space as currently exists on site would have to be retained for affordable housing should the site be sold on to a private developer. Given that there is 2907 sq.m of affordable residential floor space existing on site and 5430 sq.m of residential floor space proposed as part of this development, if the site were to be sold on at least 54% of the habitable rooms provided would have to be in affordable use.

7.12 As it stands the s106 would secure 100% affordable housing however the applicants have stated that they are only willing to provide a 70:30 between social and intermediate housing on 54% of the habitable rooms provided as part of the scheme. The minimum requirement in terms of replacement plan policy is normally for a 70:30 between social and intermediate housing in 50% of habitable room of a new housing development with a public subsidy. In this instance given the size of the existing affordable housing accommodation on site as described in para 7.11, the split as the applicants proposed does meet development plan policy requirements. Should the site circumstances change the applicants could in the future apply for a deed of variation.

Amenity

- 7.13 The site is directly adjoined by the rear of residential properties to its west and much of its south side. There are also houses located to the north on the other side of Hamilton Road and a 13 storey residential tower block located to the east of the site. Policy CD15 [Design of New Development] of the adopted UDP states the amenities of neighbourhoods shall be safeguarded in terms of protection from loss of light, overlooking or visual domination. This is echoed in Policy 32 [Building Scale and Design] of the replacement UDP.
- 7.14 Policy H10 [Residential Development Standards] of the adopted UDP includes residential standards, standard ST3 of this states the plan layout of building should seek to achieve good daylight and sunlight standards within buildings and the open spaces between them. Standard ST5 of the adopted UDP states the layout of residential development should provide adequate privacy from residents in the dwelling, in the garden and in adjoining properties. Again this is echoed in Policy 32 [Building Scale and Design] of the replacement UDP.
- 7.15 Block A would sit along the eastern edge of the site 58 metres long and between 16 and 20 metres wide, it would present itself at a height of three storeys onto Hamilton Road to the north and at a height of four storeys plus basement level as it faces over the retained open space and onto Rommany Road to the south. Its east elevation would sit 9 metres from the closest corner of Northwood House, the windows of which would face at an oblique angle to the new block thereby creating no overshadowing or visual domination issues for these neighbouring occupiers.
- 7.16 The applicants state that block A has been designed to better integrate the 14 storey Northwood House into the surrounding context which is predominately 2 to 3 storeys, whilst ensuring it does not dominate the adjoining terraces. The fourth floor has been setback from the main building line to the south by 5.2ms and would be constructed of a lightweight, plain material to add interest whilst reducing it dominance. At its closest point Block A at 3 storeys would be 18 metres adjacent and east to the nearest windows within 94 Rommany Road, at 4 storeys it would be 22 metres adjacent to the nearest windows.
- 7.17 The adjacent location of proposed block A to the rear of properties to the south of the site at 94, 96 etc Rommany Road would mean that there would be no loss of privacy from windows within the proposed block looking into the windows at the rear of these Rommany Road dwellings. There would be an increase in the overlooking of rear garden areas these properties from the west elevation of the proposed block, however this would be from a minimum of 16 metres away and then by smaller secondary windows to habitable rooms that would have their main outlook southwards over the retained green open space. As such it is not considered that these neighbouring occupiers would suffer an undue sense of being overlooked harming their amenity. It is considered that placing conditions for soft landscaping within the retained open space could further ensure this.
- 7.18 In considering the effect of the proposal on sunlight and daylight to the windows of neighbouring occupiers and to new windows within the proposed development itself, the development is found to satisfy the standards suggested within BRE publication no 209 'Site Layout Planning for Daylight and Sunlight: A guide to good practice'. There is no doubt that the proposed block A would lead to a change in the outlook for occupiers of the properties

at 94, 96 etc Rommany road however the location, distance, design and scale of this block A is such that it is not considered that there would be a material loss of amenity to these properties from visual domination.

- 7.19 To the north of Block A on the other side of Hamilton Road sit a terrace of three storey modern dwellinghouses, they are located 22 metres from the proposed block A frontage, this is considered a normal relationship between buildings of this scale facing onto the public realm and there would be no loss of amenity from overlooking or loss of light.
- 7.20 There are currently distances of 6m to 15m from the rear building line of the existing 2 storey terraced accommodation to the rears of the neighbouring residential properties to the south of the site (94 – 112 Rommany Road). The proposed two storey terraced houses in blocks B and C to replace this terraced accommodation would have a building line that is pulled about around 4ms further away from these neighbouring occupiers, so sitting between 10m and 19ms from their rear building lines. Both the existing terraces on the site and the proposed terraced houses have windows located within their rear elevations. It is considered that by increasing the back to back distances the amenity for these properties located at 94 – 112 Rommany Road is improved both in terms of increasing outlook and reducing overlooking.
- 7.21 There are currently distances of between 5m to 32m from the rear building line of the existing 2 storey terraced accommodation to the rears of neighbouring residential occupiers to the west of the site (114 – 136 Rommany Road). The proposed two storey terraced houses in block D and the west side of 3 storey flat block E have a building line that is pulled about 4ms further away from the rears of these neighbouring occupiers. In addition block D is sited further north than the existing buildings, as such the proposed buildings would sit between 16m to 30m at two storey level and 30m to 36m at three storey level from the from the backs of houses at 114 - 136 Rommany Road. Both the existing terraces and the proposed blocks have windows located within their rear elevations. The distances represent an improvement on an existing situation and/or are great enough that there would not be a loss of amenity to these properties from overlooking or visual domination / loss of light.
- 7.22 To the north of proposed block E the closest neighbouring occupiers are at 98 and 104 Hamilton Road. Windows from proposed block E would face onto their windowless flank elevations and as such there would be no loss of amenity from overlooking or loss of light.
- 7.23 The application proposes 11 car parking spaces which would be close to the rear boundaries of some of the houses at Rommany Road to the west of the site. It is considered that with conditions to secure adequate soft landscaping to provide a barrier that there will not be a loss of amenity to neighbouring occupiers from noise and disturbance caused by the use of these spaces.

Design Issues

- 7.24 Guidance given in PPS1 states that good design is indivisible from good planning, with high quality and inclusive design being the aim of all of those involved in the development process. Inclusive design goes far beyond aesthetic considerations. Good design should:

address the connections between people and places by considering the needs of people to access jobs and key services;
be integrated into the existing urban form and the natural and built environments;
be an integral part of the processes for ensuring successful, safe and inclusive villages, towns and cities;
create an environment where everyone can access and benefit from the full range of opportunities available to members of society; and,
consider the direct and indirect impacts on the natural environment.

- 7.25 Policy C15 of the adopted Unitary Development Plan states that the Council will seek to achieve a high quality of design in all new development, carefully related to its surroundings and contributing positively to the area.
- 7.26 Policy 31 of the replacement UDP aims to ensure that new development complements the character of an area. It encourages good design in order to make efficient use of land. This policy also states that development should respect the human scale.
- 7.27 Policy 32 of the replacement UDP states that in areas of varied townscape of significant quality, new composition and points of interest are encouraged. Policy 36 of the replacement UDP identifies criteria by which a development can make a positive contribution to the streetscape. This includes the provision of hard and soft landscaping.
- 7.28 The projecting bays to Blocks A and E are a feature of the elevations. These brick bays of a comparable width to neighbouring single terraced houses project forward of the main elevation of contrasting render facade helping to break down the scale of the blocks. Roof forms varies throughout the scheme. Flat roofs to Blocks A and E are concealed behind parapets, the roofs to blocks B, C and D are traditionally pitched.
- 7.29 A variety of materials are proposed, red and yellow stock brick or red panels for solidity, visual weight and its familiarity as a residential building material; and white painted render and blue eternity panels for contrast and visual lightness.
- 7.30 There is a designed contrast between the external and internal elevations reflecting the objectives to create an historically referenced distinctive courtyard/college development which as a strong 'introverted and inward looking' character, but also responding positively to public edges with frontages rather than high walls or backs.
- 7.31 The treatment of the external edges and elevations therefore reflects the plainer, simpler treatment of the built form on Rommany Road and Hamilton Road, using locally familiar traditional buff brick, generally plain elevations with simple fenestration are parapeted flat roofs.
- 7.32 Internally to the courtyard there is a contrast in materials and character through the detailing of the three terraced blocks, B, C and D, which use a colour shift from the buffs and white to red panelling set against white render, to reflect the materials of the Chapel. The Chapel itself would benefit considerably in terms of appearance from the refurbishment and its revised setting.

7.33 The LBL Urban Design Officer considers that the scheme has been designed with the following principles (in line with RUDP policy), which are considered appropriate: Back-to-back private gardens to provide secure spaces (policy 31); Courtyard facing perimeter blocks (policy 31/32); Retention of vistas and townscape setting to the church (policy 32); Landscaped space as a setting (policy 36).

7.34 The scale and architectural design of the buildings will be a simple, crisp response and provides a good setting to the retained chapel. Conditions will be required in regards to window finishes and cladding materials to be implemented as per application drawings, unless otherwise agreed.

7.35 The urban design officer also suggested a greater amount of permeability to the site and lower railings to increase visual integration with the streetscene however this has to be balanced with the requirement outlined by the Metropolitan Police to make the site safe and secure for future occupiers and neighbouring properties.

Secure By Design

7.36 Because this is a housing association built scheme it has to achieve recognition as being 'secure by design'. Policy 31a Community Safety / Designing Out Crime of the emerging UDP states that new development should enhance community safety and that development will not be permitted where it will increase opportunities for crime. During the application process the Metropolitan Police identified some concerns with the proposed access arrangements and boundary treatments, the applicants have made minor amendments to the application in order to address these concerns. As such with conditioning it is considered that the proposed pedestrian and vehicular access would be secure and well overlooked and there would be no hidden areas that would encourage crime.

7.37 The east elevation of block A will increase overlooking of the existing footpath and provide additional security. Neighbouring occupiers on Romany Road have expressed security concerns, especially in regards to access to their rear garden areas. It is considered that with careful conditioning in regards to defensive planting and secure boundary treatments security for these neighbouring occupiers can be accomplished.

Trees and Landscaping

7.38 Adjacent to the former bowling green amenity space and Romany Road, an existing cherry tree is retained and additional cherry trees are provided to provide a partial screen to increase privacy to adjacent houses and from within new flats. The boundaries bordering both roads are reinforced with piers and railings and a hedge of hornbeam planted adjacent to the wall. These will have to comply with the secure by design requirements. On the eastern boundary a narrow strip of planting comprising low growing shrubs provides attractive views into the development and from the adjoining flats. Silver birches are also proposed to brighten the east elevation.

7.39 The main entrance from Hamilton Road offers the main view into St Saviours College. The focal point of this view is the old Chapel and Hornbeam trees are proposed to help frame this. The central garden area is surrounded by the proposed residential units in a similar pattern to the original layout. Entrances are located to provide access from the main areas of the housing but the main

aim of the design is to create garden space. The surrounding road surface is a shared surface for cars and pedestrians.

- 7.40 The former bowling green amenity area meets the policy requirement to retain the open space, it is proposed that the open space comprises mainly formal lawns reflective of the original character of the bowling green and boarded by gravel paths with timber edgings and framed by hedge planting with occasional specimen trees. The applicants have proposed specially selected plants from the 'Crimestoppers suggested plant list in order to help secure the boundary to number 94 Romanny Road. The gravel areas also act as a deterrent given their noise production. This is considered acceptable by the Metropolitan Police and the visual improvements to this part of the development site will enhance the appearance of the Romanny Road street scene.
- 7.41 Greater details in regards to plant and hedge types have been specified in the design statement. These are considered appropriate for the site and conditions will be placed in order to ensure that they are maintained to a satisfactory standard.

Sustainable Design and Renewable Energy

- 7.42 Policy 32a [Renewable Energy in Major Developments] states that within developments of this nature it is required to incorporate equipment for renewable power generation so as to provide at least 10% of their predicted energy requirement. It is considered appropriate that a development of this size and nature, should incorporate a renewable energy resource in line with government objectives to secure 10% of electricity generation from renewable resources by 2010. This policy has been indorsed in the planning inspectors report following the Inquiry into the emerging UDP.
- 7.43 Policy 32b [Sustainable Design and Construction] of the emerging UDP states that development of this nature should show, by mean of a sustainability assessment, how they incorporate sustainable design and construction principles. This should include, among other things, utilising environmentally friendly specification and materials and specifying the use of sustainable sources. This policy has also been endorsed in the planning inspectors report following the Inquiry into the emerging UDP.
- 7.44 The applicant has stated that the proposal is targeted for a 'very good' rating for Eco Homes and in addition it is proposed that solar thermal panel will be provided to meet the 10% renewable energy requirement. A sustainability statement has been submitted with the application outlining how the scheme would meet the policy objectives above. A condition will be attached to ensure that the Eco Homes target is reached.

Transportation and Highways

- 7.45 Policy T17 [Transport Implications of Development Proposals] of the adopted UDP and policy 9 of the replacement UDP states that planning applications will be assessed for their transport impact, including cumulative impacts on highway safety (having regard to supplementary planning guidance), on the environment and the road network (having regard to proposals in the local implementation plan), and on all transport modes, including public transport, walking and cycling.

- 7.46 Policy T12 [Parking Standards] of the adopted UDP and 14 of replacement UDP states that development should comply with the replacement UDP's maximum vehicle Parking Standard (Table 6) and feature cycle parking situated in a convenient, secure and sheltered location.
- 7.47 The proposed development will provide main pedestrian and vehicular access from only Hamilton Road and retain the existing South Eastern pedestrian access on Romany Road. The proposed development meets vehicular visibility splays 2.4m x 70m, and pedestrian visibility splays (2.4m x 2.4m from the back of pavement).
- 7.48 The site has a PTAL Score of 2 which is slightly less than a "moderate provision of public transport" there are a number of Bus's which run along Romany Road, and Gypsy Hill Rail station is within 800metres walking distance from the proposed development. The proposed development is not located within a CPZ.
- 7.49 The Transport Assessment submitted with the application has scrutinised the TRAVL data base for similar developments to that of the proposed, however no developments with a similar criteria to that of the proposed developments could be found for affordable residential comparison. The authors of the TA have therefore used non affordable developments as an indicator of traffic generation that may be associated with the proposed development. Car use and ownership in connection with private residential developments are arguably higher than developments of an affordable nature. It is considered that the data illustrated would be significantly higher than that of worst case scenario associated with the proposed development.
- 7.50 According to the sites found on the TRAVL data base a development of the proposed size in the above location would generate 8 entering vehicles and 12 exiting vehicles in the AM peak hour (08:00-09:00), for the PM peak hour (17:00-18:00) 12 vehicles will exit the development and 8 entering the development. Daily total flows would be 124 arrivals and 117 departures.
- 7.51 A parking survey of the surrounding area has been undertaken to Lambeth's standards (surveying surrounding 200m of the site at peak hours of parking demand 01:00-05:00) and has show of that a maximum of 656 car parking spaces are present. A survey of the current parking demand was undertaken on two days, one of the days 424 spaces were in use, and the other 404 spaces were thought to be used. These figures equate to 65 % and 62% respectively. It is considered that the highway network surrounding the development on a whole was seemingly under stressed, however the parking stress may be significantly higher on specific sections of the surrounding highway. Lower areas of on street parking stress are located in the northern section of Hamilton Road, the northern section of St Cothard Road and the lower section of St Louis Road.
- 7.52 The development has proposed that there will be 48 car parking spaces, the TA states that the average size of dwellings specified on the proposed development is 72% of the size of the average dwelling size in the above ward (the average size of a dwelling in the surrounding area is 4.44 habitable rooms and the average size of a dwelling on the proposed development is 3.17 habitable rooms). The TA sates that in theory 72% of the car ownership for the ward should be provided in connection with the application, this would equate to 31 parking spaces, however the proposed development has 48 off

street car parking spaces to allow for a fluctuation in car ownership and parking for visitors without impact on the parking situation of the surrounding highway network. The off street parking provision for the proposed development is within UDP stated maximum parking standards.

- 7.53 It is considered that if the percentage of car ownership for the ward is taken and applied to the above development there will be expected to be 58 associated vehicles. The ten displaced vehicles will be able to park on street with acceptable impact on the surrounding highways parking stress levels. This figure would be associated with a private/ market residential developments, car use and ownership in connection with affordable developments are considered to be significantly lower than that of private/market residential developments.
- 7.54 It is considered that proposed development is located within an "acceptable" walking distance of retail related amenity, schools, and employment according to the document "Providing for Journeys on Foot" which was published by the Institute of Highways and Transportation. This is a commonly used document to ascertain suitable walking distance for various uses. A pedestrian path currently exists next to the development, it is considered that this path way will be extensively used by the residents of the proposed development. At present the pedestrian path to the east of the development is poorly lit and is inhospitable to pedestrians using the path during the day or night.
- 7.55 From a number of site visits it is clear that cycle improvements are needed in the area surrounding the above proposed development. The surrounding West Norwood/Gypsy Hill area is specified as an area which is in dire need of cycle infrastructure improvement. It is considered that there would be the need for £50,000 for the implementation of high quality cycle infrastructure in the surrounding area. Due to the areas comparably poor PTAL score and reasonable proximity to local and London bound cycle links the development would significantly benefit from considerable cycle infrastructure improvement.
- 7.56 There are no Transport objections in relation with the proposed development. It is thought that a number of sustainable transport improvements will be needed in association with the above application, which will both benefit the above proposed development and the residents in the surrounding area. The provision of quality sustainable transport links and a car club located within the proposed development will significantly reduce the likely hood of exaggerated car use and ownership in connection with the proposed development.
- 7.57 A Car Club should be attached to the above development, 20% of the residents given free membership this will reduce possible high car ownership that may be experienced in the future due to the proposed development's comparably poor PTAL score.
- 7.58 Secure Cycle parking in connection with the development has stated to be 120% of the UDP requested minimum levels, details of the specification of cycle parking will need to be agreed before consent can be given. The provision of cycle parking spec's has been mentioned since pre application process, though the manufactures specification have not been indicated in the above application, as such a condition will be attached requiring detailed specifications before full consent is given.

- 7.59 All Family sized residential units should be issued with a parking space, this will also be secured by condition.

Flood Risk

- 7.60 The site lies within Flood Zone 1, which is defined as an area with 'low probability' of flooding. The Flood Risk Assessment submitted with the application concludes that with the use of suitable measures, such as SuDs, (sustainable urban drainage systems) the development will not create an unacceptable flood risk.

Refuse

- 7.61 Policy ENV24 and Policy 50 of the adopted and replacement UDP's seek to ensure that adequate, safe and secure refuse and recycling storage is provided. The proposed refuse and recycling storage is considered to be of adequate capacity and would be located in positions that would allow easy collection. As such development plan policy is considered satisfied in this respect.

Education Contribution

- 7.62 Policy 26, Community Facilities states that in developments capable of 10 or more residential units where the development creates or exacerbates an existing shortage of community facilities (such as increasing the residential population) then new facilities or contributions towards improving the existing facilities will be required.
- 7.63 Under Policy 50a, Planning Obligations, the Council will, where appropriate, enter into legal agreements with developers, and seek the attainment of planning obligations, having regard to any Government guidance and supplementary planning guidance.
- 7.64 Policy 26 and 50a tie in together and define contributions to education as an appropriate example where planning obligations can be sought. The education department have recently issued an executive report that highlights that the population projection for Lambeth and the resulting growth in the school population suggests that a significant increase in school places will be needed by 2015 in both the primary and secondary sectors. As such contributions to school places will be sought from all residential new build, change of use and conversion development proposals where the scheme results in a net increase of 10 or more dwellings. All dwelling sizes will be included, the child yield accounts for less children living in small flats and there is a deduction of 75% for affordable homes.
- 7.65 Consideration has been given to the likely impact of the development on the demand for primary school places within the Borough. An assessment of future numbers of primary and secondary school children, likely to occupy the proposed development and require education within the Borough, has been carried out in accordance with the Councils Draft Supplementary Planning Document for education contributions. This calculation indicates a likely child yield for Primary education of 9.49 and a child yield of 3.59 for Secondary education. This would result in a contribution of £93,708 for primary education and £54,163 for Secondary education. This gives a total contribution of £147,871, which would be required in the event of Lambeth not having 100 % nomination rights. The applicants have agreed to pay this sum.

S106

7.66 To safeguard the Council's position regarding Affordable housing, and to secure contributions towards primary and secondary education needs likely to arise from the development as well as required improvements to cycle infrastructure within the area it is recommended that the applicant be required to enter into a Section 106 to secure :-

- (i) the provision of 100% affordable residential accommodation with at least 54% of this split 70:30 between social and intermediate housing.
- (ii) the contribution of £147,871 for primary and secondary school education facilities within Lambeth.
- (iii) the contribution of £50,000 for cycle infrastructure improvements within the area.
- (iv) Provision of two car club spaces and membership for 50% of the new units.
- (v) Money for the upgrading of the footpath running to the east of the site to enable improved pavement, lighting and provision for cctv.

8.0 CONCLUSION:

- 8.1 The proposal would bring back into use a vacant site and create 89 good quality, much needed, affordable housing units within a predominately residential area.
- 8.2 The proposal preserves the setting of existing Chapel Building and would appear appropriate within the context of the surrounding context.
- 8.3 Sustainability in design and renewable energy objectives have been satisfied.
- 8.4 The distances between the proposal and neighbouring residential building are such that there would be no loss of amenity in terms of overshadowing or privacy invasion.
- 8.5 A section 106 would guarantee that it would be built as a 100% affordable housing development.
- 8.6 The proposal meets its planning obligation requirements in terms of education contribution as well as providing improvements to the local cycle network and

9.0 RECOMMENDATION:

- 9.1 It is therefore recommended that planning permission be granted subject to a section 106.

Summary of the Reasons:

In deciding to grant planning permission, the Council has had regard to the relevant policies of the Development Plan and all other relevant material considerations. Having weighed the merits of the proposal in the context of these issues, it is considered that planning permission should be granted subject to the conditions listed below. In reaching this decision the following policies were relevant:

Adopted UDP:

The following policies of the adopted Lambeth Unitary Development Plan (1998) are considered relevant to this application:

H1	Housing Provision
H6	New Housing Development
H7	Affordable Housing
H10	Residential development Standards
H11	Dwelling Mix
CD11	New uses for Churches
CD15	Design of new development.
ENV8	Protection of Trees on Construction Sites
ENV9	New planting and landscaping
ENV24	Waste management and disposal
RL27	Preserving Private Open Space
T9	Provision of Vehicular Accesses
T12	Parking Standards
T17	Transport Implications
T36	Cycle parking

Replacement UDP

The following policies of the revised deposit Lambeth Unitary Development Plan (Oct 2006) are considered relevant to this application:

6	Developing Brownfield Sites
9	Transport Impact
14	Parking and traffic restraint
15	Additional housing
16	Affordable Housing
31	Streets, character and layout
31a	Security
33	Building scale and design.
32a	Renewable Energy in Major Developments
32b	Sustainable Design & Construction
37	Streetscape & Landscape
45	Open Space and Sports Facilities
51	Waste
50a	Planning Obligations

Council's Supplementary Planning Guidance:

SPG4 - Internal layout and Room Sizes

Conditions

1 The development to which this permission relates must be begun not later than the expiration of three years beginning from the date of this decision notice.

Reason: To comply with the provisions of Section 91(1)(a) of the Town and Country Planning Act 1990 and Section 51 of the Town and Country Planning Compulsory Purchase Act 2004.

2 No part of the development shall progress until a phasing plan has been submitted and agreed in writing with the Local Planning Authority.

Reason: To ensure the development is constructed in a suitable manner. (In accordance with Policy G1 of the adopted Lambeth Unitary Development Plan (1998) and Policy 1 of the Replacement Unitary Development Plan. (2006) refer).

3 Detailed drawings, samples, and a schedule of materials, in respect of the relevant parts of the development, shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the relevant part of the development and this condition shall apply notwithstanding any indications as to these matters which have been given on the approved plans and in the application. The development shall thereafter be carried out solely in accordance with the details approved in writing. Where this applied to the relevant part of the development, the following details will be required.

- a) details of windows and doors in all blocks including reveals;
- b) the details of the roofing materials
- d) all new metal work including railings and balconies;
- e) rainwater goods;
- f) bricks / elevational treatment, render and stonework;
- g) vents, extracts and pipes;
- h) details of finished floor levels of the building and of finished grounds levels in relation to the surroundings properties.

Reason: To protect the visual amenities of area in accordance with Policy CD15 Design of New Development of the adopted Unitary Development (1998) and Policy 32 of the Replacement Unitary Development Plan (2006).

4 All planting, seeding or turfing comprised in the details of hard and soft landscaping submitted as part of the application hereby approved shall be carried out in the first planting and seeding season following the occupation of the relevant phase of the development, whichever is the sooner. Any trees, hedgerows or shrubs forming part of the approved landscaping scheme which within a period of five years from the occupation or substantial completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority gives consent to any variation.

Reason: To ensure a satisfactory and continuing standard of amenities are provided and maintained in connection with the development. (Policies CD15, ENV7, ENV9, G10 H10, and ST31 of the adopted Lambeth Unitary Development Plan (1998) and Policy 36 of the Replacement Unitary Development Plan (2006) refer.)

5 Details of the siting and design of all walls and/or fencing including all boundary treatments shall be submitted to and approved by the Local Planning Authority in writing prior to the commencement of development hereby approved. These walls and/or shall be equal in height or greater than that which currently exist and shall be compliant with secure by design criteria. Such walls or fencing as may be approved shall be erected before the initial occupation of the buildings unless the prior written approval of the Local Planning authority to any variation has been obtained.

Reason: To ensure a satisfactory resultant appearance and standard of amenity of the site. (Policy CD15 of the adopted Lambeth Unitary Development Plan (1998) and Policy 36 of the Replacement Unitary Development Plan (2006) refer.)

6 There shall be no means of vehicular and pedestrian access to the development other than from Hamilton Road and Rommany Road, as shown on the approved drawings.

Reason: In order to minimise danger, obstruction and inconvenience to users of the highway and of the access. (Policies T9, CD15 and ST28 of the adopted Lambeth Unitary Development Plan (1998), and Policies 9 and 31 of the Replacement Unitary Development Plan (2006) refer.)

7 Details of parking, garaging, manoeuvring and the loading and unloading of vehicles shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of development. The parking, manoeuvring and loading/unloading area shall be laid out and made available for use in accordance with the approved scheme before the development hereby permitted is occupied and that area shall not thereafter be used for any other purpose, or obstructed in any way.

Reason: To enable vehicles to draw off, park and turn clear of the highway to minimise danger, obstruction and inconvenience to users of the adjoining highway (Policies CD15, T18 and ST29 of the adopted Lambeth Unitary Development Plan (1998), and Policy 14 of the Replacement Unitary Development Plan (2006) refer.)

8 No part of the building hereby permitted shall be occupied or used until the provision for cycle parking shown on the application drawings has been implemented in full and the cycle parking shall thereafter be retained solely for its designated use.

Reason: To ensure adequate cycle parking is available on site and to promote sustainable modes of transport. (Policy T36 of the adopted Lambeth Unitary Development Plan (1998), and Policies 9, 10 and 14 of the Replacement Unitary Development Plan (2006) refer.)

9 The development shall not begin until provision has been made to accommodate all site operatives', visitors' and construction vehicles loading, off-loading, parking and turning within the site during the construction period in accordance with details to be submitted and agreed in writing by the Local Planning Authority. The loading, off-loading, parking and turning areas shall be provided so as to avoid any damage to trees on the site.

Reason: To minimise danger and inconvenience to highway users, and to avoid damage to trees (Policies T17 and T18 of the adopted Lambeth Unitary Development

Plan (1998), and Policies 9 and 31 of the Replacement Unitary Development Plan (2006) refer.)

10 Adequate precautions shall be taken during the construction period to prevent the deposit of mud and similar debris on the adjacent public highways in accordance with details to be submitted to and approved in writing by the Local Planning Authority prior to the commencement of development.

Reason: To minimise danger and inconvenience to highway users (Policies 9 and 31 of the Replacement Unitary Development Plan (2006) refer.)

11 No development shall commence until a Method of Construction statement has been submitted to and approved in writing by the Local Planning Authority and construction works, including parking, deliveries and storage shall take place solely in accordance with the approved details.

Reason: To avoid hazard and obstruction being caused to users of the public highway and in the interests of public safety Policies T9 and T14 of the adopted Lambeth Unitary Development Plan (1998), and Policy 9 of the Replacement Unitary Development Plan (2006) refer.)

12 A Travel Plan shall be submitted to and approved in writing by the Local Planning Authority prior to the use hereby permitted commencing. The measures approved in the Travel Plan shall be implemented prior to the commencement of the use hereby permitted and shall be so maintained for the duration of the use, unless the prior written approval of the Local Planning Authority is obtained to any variation.

Reason: To ensure that the travel arrangements to the development are appropriate and to limit the effects of the increase in travel movements. Policies T9, T12 and H10 of the adopted Lambeth Unitary Development Plan (1998), and Policies 9 and 14 of the Replacement Unitary Development Plan (2006)

13 Construction of the development shall be carried out in accordance with recommendations made and with the measures listed within the energy statement submitted with the application hereby approved and the development will be construction in a manner that will achieve a 'very good' or 'excellent' Ecohomes Rating.

Reason: In the interests of sustainable development. (Policy ENV16 of the adopted UDP (1998) and Policies 32a and 32b of the Replacement Unitary Development Plan (2006) refer.)

14 The refuse and recycling storage hereby approved to serve the development shall be provided in accordance with the approved details prior to occupation and shall thereafter be retained as such for the duration of the permitted use.

Reason: To ensure that adequate provision is made for the storage of refuse and recyclables on the site, in the interests of the amenities of the area (Policies ENV24 and CD15 of the adopted Lambeth Unitary Development Plan (1998) and policies 9, 32 the Replacement Unitary Development Plan (2006) refer.)

15 No works or development shall take place until a specification of all the defensible planting has been approved in writing by the Local Planning Authority.

This specification will include details of the quantity, size, species, position and the proposed time of planting of all trees to be planted, together with an indication of how they integrate with the proposal in the long term with regard to their mature size and anticipated routine maintenance. All tree, shrub and hedge planting included within that specification shall be carried out in accordance with that specification and in accordance with BS 3936 (1992).

Reason: To ensure satisfactory security for neighbouring and future occupiers. (Policies CD15 and ST31 of the adopted Lambeth UDP (1998) and Policy 31a of the Replacement Unitary Development Plan (2006) refer.)

16 The three bedroom units and 32 of the largest two bedroom units will all be issued with a designated parking space.

Reason: To manage parking for the safety of highway users. (Policies T9, CD15 and ST28 of the adopted Lambeth Unitary Development Plan (1998), and Policies 9 and 31 of the Replacement Unitary Development Plan (2006) refer.)

17 Access to the former bowling green amenity space and the Rommany Road entrance shall be restricted to occupiers of blocks A, B, C and F only.

Reason: To ensure satisfactory security for neighbouring and future occupiers. (Policies CD15 and ST31 of the adopted Lambeth UDP (1998) and Policy 31a of the Replacement Unitary Development Plan (2006) refer.)

Informatives

1 This decision letter does not convey an approval or consent which may be required under any enactment, by-law, order or regulation, other than Section 57 of the Town and Country Planning Act 1990.

2 Your attention is drawn to the provisions of the Building Regulations, and related legislation which must be complied with to the satisfaction of the Council's Building Control Officer.

3 Your attention is drawn to the need to comply with the requirements of the Control of Pollution Act 1974 concerning construction site noise and in this respect you are advised to contact the Council's Environmental Health Division.

4 As soon as building work starts on the development, you must contact the Street Naming and Numbering Officer if you need to do the following

- name a new street
- name a new or existing building
- apply new street numbers to a new or existing building

This will ensure that any changes are agreed with Lambeth Council before use, in accordance with the London Buildings Acts (Amendment) Act 1939 and the Local Government Act 1985. Although it is not essential, we also advise you to contact the Street Naming and Numbering Officer before applying new names or numbers to internal flats or units. Contact details are listed below.

Rachel Harrison
Street Naming and Numbering Officer
e-mail: rharrison1@lambeth.gov.uk

tel: 020 - 7926 2283

fax: 020 7926 9131

5 You are advised of the necessity to consult the Council's Highways team prior to the commencement of construction on 020 7926 9000 in order to obtain necessary approvals and licences prior to undertaking any works within the Public Highway including Scaffolding, Temporary/Permanent Crossovers, Oversailing/Undersailing of the Highway, Drainage/Sewer Connections, Hoarding, Excavations (including adjacent to the highway such as basements, etc), Temporary Full/Part Road Closures, Craneage Licences etc.

6 Defensible planting along the boundary of the former bowling green open space with number 94 Rommany Road will be required. These will need to be planted directly into containers as opposed to into the ground.