<table>
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<th>Case Number</th>
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<tr>
<td>Application Address</td>
<td>Sainsburys 62 Wandsworth Road London</td>
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Site address

Sainsbury’s, 62 Wandsworth Road, London, SW8 2LF

Ward

Oval

Proposal

A part detailed and part outline planning application comprising: Full detailed planning permission for the demolition of the existing retail store and petrol station to allow for the erection of a replacement retail store (7,432msq net trading floorspace (13,059msq gross internal floor area), childrens tutoring facility (298msq), lobby/circulation space (1,707msq), energy centre (779msq), flexible retail, community floorspace (787msq), business, office floorspace (1,860msq) and 671 residential units with ancillary gymnasium (369msq) arranged in seven blocks including towers of 19, 28 and 37 storeys. Also proposed are 363 retail and 148 residential parking spaces, 882 cycle spaces together with associated open space, childrens play space, landscaping and public realm improvements along Wandsworth Road and a new route from Wandsworth Road to New Covent Garden.

Outline planning permission (with appearance, landscaping and access to be Reserved Matters) for 105msq of flexible A1, A2, A3, A4, D1 floorspace and 66 dwellings within 2 blocks. In addition outline planning permission is also sought for a further 1736msq of flexible floorspace for use in association with either the proposed Nine Elms Northern Line station or A1, A2, A3, A4, D1 use.

Application type

“Hybrid” (part full/part outline)

Application ref(s)

11/02326/OUT

Validation date

7 July 2011

Case officer details

Name: Jonathon Fullelove
Tel: 020 7926 1208
Email: jfullelove@lambeth.gov.uk

Applicant

Sainsbury’s Supermarkets Ltd

Agent

Turley Associates

Considerations/constraints

Environmental Agency flood Zone Opportunity Area.

Approved plans

T-90T00; B20E01-04, BS20E01; B20P00; B20S01-04; T-20E00 – 04; T20P-1
T20P00 – 39; T20S01 O4; T20S04MP; T20S05 -09;
Planning Statement;
Design and Access Statement;
Environment Statement (volumes 1, 2, 3 and non-technical summary);
Energy Strategy;
Energy Strategy Report;
Sustainability Statement;
Retail Planning statement;
Statement of Community Involvement;
Toolkit Viability Report (confidential)
Response to Lambeth Review of Nine Elms (August 2011);
Response to GLA Review of Nine Elms (January 2012).

**Recommendation(s)**

Grant planning permission subject to conditions and a S106 Agreement.

**Report Review**

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<th>Date response received</th>
<th>Comments summarised in para</th>
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### Consultation

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For advice on how to make further written submissions or to register to speak on this item, please contact Governance & Democracy by emailing democracy@lambeth.gov.uk or telephoning 020 7926 2170. Information is also available on the Lambeth website www.lambeth.gov.uk/democracy
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In addition, all ward councillors for the Oval and Stockwell wards were consulted as was the local MP.

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1 Summary of Main Issues

1.1 The main issues involved in this application are:

- Whether the development is in accordance with the GLA’s adopted Vauxhall Nine Elms Battersea Opportunity Area Planning Framework and the Council’s draft Vauxhall Supplementary Planning Document;
- Whether the development would compromise the delivery of the Northern Line Extension;
- Principle of tall buildings on the site;
- Whether the redevelopment of the site would unacceptably harm strategic, middle distance or local townscape views;
- Whether the development is of a sufficiently high quality of design;
- Whether the development would achieve sufficient standards of sustainable design and construction;
- Whether the quantum and range of landuses, including affordable housing, across the site is acceptable;
- Whether the scheme would provide residential accommodation to an acceptable standard in regard to amenity space, children’s play space, unit sizes;
- Whether the development would impact unacceptably upon the amenity of adjacent residents including protection from external noise sources;
- Whether the development would result in an unacceptable impact upon the highway network in terms of functionality and safety; and
- Whether the impacts of the scheme would be appropriately mitigated by the recommended conditions, CIL and s106 obligations.

2 Site Description

2.1 The site is occupied by a single storey supermarket comprising retail floorspace, a petrol filling station and a surface level car park, providing 363 parking spaces. The existing store is set back from Wandsworth Road which runs along the east side of the site and is oriented with its rear adjacent to the railway viaduct which runs east – west along the northern boundary. Pascal Street and the Banham Security building define the southern boundary.

2.2 The existing vehicular and pedestrian accesses into the site are from Wandsworth Road with the vehicular exit routed via Pascal Street. Servicing access to the store is from the west, separate from the main customer access.

2.3 The site lies within the Vauxhall Nine Elms Battersea Opportunity Area (VNEB OA) as defined by the GLA. At borough level the site lies with the South East Regeneration Arc, one of four distinct quarters, as defined in the Council’s draft Supplementary Planning Document for Vauxhall.
2.4 The site does not lie within a conservation area, nor does it contain any listed buildings.

2.5 The site benefits from a PTAL rating of 6a which is the highest possible rating for public transport accessibility.

2.6 The site lies within Flood Zone 3 being approximately 330 to the south of the River Thames.

3 Planning History

3.1 Sainsbury’s has occupied the application site since the early 1980’s.

3.2 Planning permission was granted on 4 March 1981 for the erection of a new supermarket comprising 4216 sqm of floorspace with associated ancillary facilities. This permission also included a new vehicular access and the erection of boundary walls and gates. The development was completed in August 1982.

3.3 Following the completion of the store, an outline application for the erection of a 1765 sqm extension to the store was approved in December 1983 with the detailed plans approved in August 1984.

3.4 In April 1992, permission was granted for an extension to the existing supermarket entrance lobby and extensions to the car park.

3.5 In 1993 a further planning permission was granted for the petrol filling station with associated vehicular alterations to the access and car park.

3.6 In December 1996 permission was granted for additional 1131 sqm of floorspace to provide additional sales area, coffee shop, improved toilet facilities, alterations to the access and the car parking layout, the provision of a car wash and new landscaping.

3.7 Since the late 1990’s there has been little change to the site, relevant to the consideration of this planning application.

4 Proposal

4.1 Planning permission is sought to demolish the existing store and petrol station to facilitate the comprehensive redevelopment of the site to provide an enlarged and upgraded new superstore, a significant level of housing of mixed size and tenure including on site Affordable Housing and a range of complementary uses. A breakdown of the proposed uses and their location across the site are set out below.

4.2 The application has been submitted as a “hybrid” seeking detailed planning permission for the substantive elements of the proposal but also in outline on the south east corner (the junction of Wandsworth Road and Pascal Street). This outline element is as a consequence of the application site being a potential location for the proposed LUL Northern Line Extension (NLE). At the time the application was submitted, this corner site was identified in the VNEB
OA Transport Study (December 2009) as a potential location for the new station. This application therefore seeks to facilitate the delivery of this underground station.

4.3 Detailed planning permission is sought for:

the replacement Sainsbury’s store (13,059 sqm with 7,432 sqm net sales area and 1707 sqm of entrance lobby/atrium). The replacement store would front Wandsworth Road with direct access from the road through the atrium.

There would additional retail /active uses (Classes A1 and/or A2 and/or A3 and/or A4 and/or D1 which would be concentrated on a new “market Street” running east – west through the site. This new street also assists in increasing permeability through the site.

298 sqm of a child tutoring service (Class D1). This would be located at first floor level within the atrium and offer maths and English tuition for children. The operator has worked closely with Sainsbury’s to provide such facilities on other stores across the country.

671 residential units (Class C3). These units are located primarily within the central and northern parts of the site in blocks of varying heights, including three tall buildings ranging from 90 to 120m. These would rise from south to the apex in the northern corner in a tower opposite the approved Vauxhall Sky Gardens development which is also approximately 120m tall.

1860 sqm of business/offices including affordable workspace (Class B1) are proposed primarily at the northern end of the site by the railway viaduct;

779 sqm of a energy centre.

4.4 Outline planning permission is sought for:

1736 sqm of floorspace for the proposed Nine Elms Northern Line Station Concourse (66 residential units (Class C3);

or should the proposed Northern Line extension not take place this 1736 sqm would be used for additional flexible retail/active uses(classes A1 and/or A2 and/or A3 and/or A4 and/or D1 that would be provided regardless of the NLE materialising;

Beyond the proposed underground station floorspace there would be an additional 105 sqm of flexible retail/active uses(classes A1 and/or A2 and/or A3 and/or A4 and/or D1);

5 Consultations and Responses

5.1 Sainsbury’s have submitted a Statement of Community Involvement to demonstrate how they engaged with the local community. A specialist public relations agency was instructed to handle the community consultation and stakeholder relations for the proposed planning application. The brief was to
develop and implement an engagement strategy with Council officers and Members at Lambeth and Wandsworth, the GLA, the local MP, local amenity groups, neighbours and residents living in the wider area.

The Statement of Community Involvement includes copies of exhibition material, questionnaires that were produced. What the Statement concluded was that the overall consultation process had proved very worthwhile and had been extremely positive. There were two pre-submission exhibitions which provided the opportunity for constructive engagement with leading members of the development team including representatives from Sainsbury’s and relevant agents.

Conclusions reached from the first exhibition was that there were 105 responses received, that 97% of those surveyed shopped at the Nine Elms store and 76% were in favour of the development. The second exhibition revealed other positive outcomes. 84% of those surveyed supported the proposed development, 82% wanted to see an improvement in the range and choice of food and non-food items and more than 200 people visited the exhibition.

In total there were over 50 hours presenting the proposals to the local community and there were 1958 hits on the consultation website.

The statement makes it apparent that Sainsbury’s has been fully committed to engaging with the community at pre-application, formal submission and construction stages. Officers support this approach and welcome the continuing engagement with the local community.

5.2 The Council has also carried out a local community consultation. A total of approximately 2000 properties have been consulted in the Vauxhall area. 6 site notices was displayed on the site and within the locality and a press notice was published on 9 September 2011.

Internal consultation

5.3 The Highways and Transportation team has commented on the application both in terms of the specific impacts that a scheme of size generates but also having regard to the strategic significance of the scheme within the wider VNEB OA. In conclusion, the team consider that the scheme has been so designed as to address these impacts and that subject to a raft of conditions and obligations in the Section 106 Agreement (and s278 of the Highways Act) the application may be supported. The team has issued comprehensive observations on the scheme as a whole and these are set in the body of the report below.

5.4 The Policy team has reviewed the application having regard to the site’s strategic importance within the VNEB OA area and the impacts of the various uses proposed. The team has reviewed the Retail Planning Statement and it is considered that while a significant amount of retail is proposed on this site, particularly the large scale food store, it would not have an adverse impact on nearby centres and the existing and future available expenditure in the area will
sustain the scale of development proposed. The development would also provide an improved and upgraded food store on an established site. It is considered that the proposals would positively enhance the existing established food store in this location. The Core Strategy supports retail in Vauxhall and the development would provide substantial regeneration benefits in line with Policy PN2 and saved UDP MDO 84. Therefore, no objections are raised to the retail development and other town centre uses proposed. Residential led rather than employment led development is sought in this part of Vauxhall and therefore the quantum of employment floorspace proposed alongside retail and community uses is appropriate in this location.

5.5 Residential accommodation is appropriate in this location and as part of the redevelopment of this site. The development will result in an additional 671 residential units with a further 66 residential units sought through the outline permission. The total amount of housing proposed in both the full and outline elements of the application yield 737 units. The additional residential units will contribute to the Council achieving its housing targets in line with Core Strategy Policy S2(a).

5.6 Core Strategy Policy S9(d) supports tall buildings within parts of the London Plan Opportunity Areas including Vauxhall, subject to appropriate accompanying urban design assessments. The policy requires the height of buildings to be appropriate to the surrounding townscape. Saved UDP Policy 40 supported this policy and provides visual and urban design criteria for tall building development.

5.7 The application makes provision for the location of the intermediate Northern Line Extension (NLE) Station, on the southern edge of the site. The Northern Line Extension will be subject to a Transport and Works Act laid before Parliament later in 2012. As the scheme advances the Council will seek to identify and safeguard the site of the intermediate Northern Line Extension (NLE) Station in the revised Vauxhall Area SPD.

5.8 The Conservation and Design team has been actively involved in the evolution of the both at the pre-application stage and post formal submission. The application has been the subject of various amendment provoked by comments from CABE, the GLA and the team itself. Whilst at the time of writing the team’s final comments are being drafted, there is no objection raised to the key considerations regarding the principle of tall buildings at this strategically important VNEB OA location. The design approach taken to the other relatively lower rise blocks is considered to be acceptable as is the proposed use of materials. The introduction of the proposed east – west street to improve permeability is an element of the scheme that the applicant worked closely with officers and is considered to be acceptable. The relocation of the store entrance onto the Wandsworth Road frontage is welcomed as its design and increased activation at street level is also supported. The proposed approach to the wider public realm, together with the quantum and quality of the amenity spaces and play space is also considered to be acceptable. Subject to conditions safeguarding the detailed design and use of materials, planting etc, the application is supported by the team.
5.9 **The Crime Prevention Design Advisor** has also commented in detail on the application. The officer sets out that this immediate vicinity is a crime and antisocial “hotspot” and as such the various frontages within the development should be suitably overlooked and secure. It is proposed that conditions regarding Secured By Design together with a detailed Management and Maintenance Plan be imposed to ensure that the development is safe and secure.

5.10 **The Regulatory Services (Noise and Pollution) team** has been consulted but at the time of writing no response has been received.

5.11 **Regeneration, Strategy and Policy team** has been consulted and has commented on the s106, Mayoral CIL and VNEB Development Infrastructure Funding Study package. The breakdown of this package is set out in Section 12.7 below.

5.13 **Housing Associations / s106 Housing:** see below.

5.14 **Housing Division** has been actively involved in the evolution of the both at the pre-application stage and post formal submission and has been integral in the Council’s ability to negotiate 20% affordable housing across the site in a mix of size and tenure.

5.15 **Parks and Open Spaces team** has been consulted but at the time of writing no response has been received.

5.16 **Neighbourhood Regeneration** has not formally commented on the merits application but is an active member of the VNEB Strategy Board. The team has made continued and ongoing strategic reference to the application as part of the work undertaken on the GLA’s Opportunity Area Planning Framework for Vauxhall Nine Elms and Battersea and the Council’s draft Vauxhall Supplementary Document.

5.17 **Streetcare** has been consulted but at the time of writing no response has been received. However, the applicant has submitted an assessment of future waste and recycling generation and confirms that the proposed provisions are in accordance with the National Waste Strategy and the GLA’s SPD on Sustainable Design and Construction.

5.18 **Performance, Strategy and Regeneration team** has been consulted but at the time of writing no response has been received.

5.19 **Early Years Development /Childcare** has been consulted but at the time of writing no response has been received.

5.20 **Sewers Group** has been consulted but at the time of writing no response has been received.

5.21 **Interim Clapham and Stockwell Town Centre Manager** has been consulted but at the time of writing no response has been received.
North Lambeth Town Centre Manager has been consulted but at the time of writing no response has been received.

External consultation

The GLA has submitted its Stage 1 response to the application which on balance does not meet all the relevant London Plan policies. However, the GLA has confirmed that the scheme is broadly consistent with Central Activity Zone policy and VNEB OAPF landuse strategy. The scheme is acknowledged to be acceptable in principle.

The increase in retail floorspace is considered to be of some concern given the quantum coming forward across the whole of VNEB. It is acknowledged however that the application proposes an expansion of an existing store in an appropriate location for a superstore.

With regard to the residential element, no object is raised to mix of the units and whilst the original 15% affordable house offer needed to be viability tested, the increased offer of 20% is welcomed.

It is acknowledged the development would exceed the quantitative requirements for children’s play space.

In design terms matters of design have raised as being of potential concern. Whilst it is acknowledged the scheme has many positive attributes, the form of the 19 and 37 storey towers is of concern. The applicants have submitted a rebuttal to these points which has been accepted by the GLA.

It is acknowledged that the proposals comply with London Plan policies relating to climate change mitigation and climate change adaption.

Transport for London (TfL) confirms that whilst they continue to engage in the NLE process the timescale for its delivery and the second station at Nine Elms is dependant on a number of factors, primarily identifying a suitable approach/package and gaining the necessary Transport and Works Act Order. The outline element of the proposal relating the potential location of the station is therefore understood.

TfL has also assessed the site specific impacts of the development having regard to site access/egress, car parking, cycling and cycle hire, the need for a Travel Plan etc. The comments made reflect those of the Council’s Transport Planning team and are set out in the main body of the report. Subject to the proposed conditions, no objection is raised on transport related considerations.

The Environment Agency raised initial objections to water discharge run off rates. Following further discussions, the applicant has been able to demonstrate attenuation in accordance with the expectations set out in the London Plan.

Thames Water has identified an inability of the existing waste water infrastructure to accommodate the needs of this application. Should the Local
Planning Authority look to approve the application. Thames Water would like the following condition imposed. "Development shall not commence until a drainage strategy detailing any on and/or off site drainage works, has been submitted to and approved by, the local planning authority in consultation with the sewerage undertaker. No discharge of foul or surface water from the site shall be accepted into the public system until the drainage works referred to in the strategy have been completed”.

The reason for the proposed condition is that the development may lead to sewage flooding; to ensure that sufficient capacity is made available to cope with the new development; and in order to avoid adverse environmental impact upon the community.

5.27 **English Heritage** suggests consideration should be given to the impact on the American Embassy.

Development should accord with the emerging cluster of tall buildings in Vauxhall as set out in the OAPF.

Concern is raised to the impact on the setting of the Battersea Power Station, particularly when seen from Albert Embankment and consideration should be therefore be given to reducing the height of Block K to respect this setting.

5.28 **English Heritage Archaeology** raises no objection subject to the imposition of their standard condition regarding site analysis.

5.29 **CABE/Design Council** has been consulted and the application was presented to their reviewers. In principle, CABE support the development in terms of scale and mix of uses proposed for this site. CABE asserts that the site diagram has a “clear logic, making sensible use of the land available to create a potentially inviting and integrated piece of the city” and that the design makes a "convincing case" for the tall buildings proposed. That said, CABE are of the opinion that the massing could benefit from a more calm approach.

The reviewers welcome the residential quality proposed and support the variety of spaces proposed for residents at the podium level.

It is also recommended that the application should aspire to achieve a higher BREEAM rating than “very good” for the retail component of the scheme.

5.30 The National Health Service London Healthy Urban Development Unit has submitted representations stating that the Primary Care Trusts have responded to the VNEB OA Development Infrastructure Funding Study and the Phasing and Infrastructure Study to promote and provide health infrastructure requirements through the VNEB OA.

The Unit considers that this site offers a significant opportunity to provide new primary healthcare space to address the cumulative impact of development in VNEB.

5.31 Representations on behalf of the **Metropolitan Police Authority** have been
submitted which stress that the proposals make appropriate provision for Police facilities given that the proposal would have a material impact on policing in the local area. It is contended that any planning permission should have a condition or clause in the S106 Agreement to secure the commitment to providing appropriate police facilities.

5.32 **London Borough of Wandsworth** (LBW) confirms that the scheme was reported to it Planning Applications Committee in March 2012. The report emphasised the importance of this development’s role within VNEB and the need to seek full tariff rates and to maximise viable affordable housing.

It was considered that the towers were of a complex design and varying materiality that fail to harmonise with the tall buildings cluster at VNEB.

LBW stresses the importance of permeability throughout the site and that there should a grater amount of public open space.

LBW would wish to see a clause included in any approval which ensures that the development will accord with the Strategy Board’s proposed Local Employments Agreements.

5.33 **City of Westminster** raises no objection.

5.34 **LB Southwark** raises no objection.

5.35 **LB Camden** raises no objection.

5.36 Representations have received on behalf of **Banham Security Ltd** (the adjoining site to the south of the Sainsbury’s site). Whilst Banham welcome the principle of redevelopment it is considered that the proposed scheme is very large and includes tall buildings in close proximity to Banham which would fundamentally change the immediate local environment and have some negative impacts, including restricted outlook and aspect to the detriment of both existing and proposed buildings. However, Banham’s primary objection the application is that the proposed location for the NLE as shown on the application drawings would result in Banham’s business no longer being able to operate from the site and the resultant loss of significant local employment.

It is also contended that the Environment Statement (ES) is insufficient and fails to consider alternative locations for the station and as such the ES is flawed and the application should refused. (Whilst these comments are acknowledged, it may assist Members to know that since these comments were written much work has been done by officers at TfL and Council to refine the exact location of the NLE station location).

5.37 Representations have also been received on behalf of **Covent Garden Market Authority** (CGMA) given the substantial increase in retail floorspace. CGMA disagree with the sequential testing that the applicant has carried out. It is considered that the Flower Market to be both a suitable and available site for a supermarket.
Also, concern has been raised regarding the impact on Covent House (which adjoins the Banham site) which may detrimentally prejudice its future redevelopment.

In terms of permeability, CGMA state that there has been no negotiations with Sainsbury’s regarding continuing the east – west route through the site onto its site and that the railway arches to the north are outside the site and as such no weight should be given to their re-use as suggested in the applicant’s submission.

5.38 18 representations have been received from members of the public following the consultation process.

<table>
<thead>
<tr>
<th>No. of Letters sent</th>
<th>No. of Objections</th>
<th>No. in support</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>1987</td>
<td>9</td>
<td>8</td>
<td>1</td>
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</table>

**Objections:**

- Overdevelopment of the site with excessively tall buildings for the character of the area.
- The NLE is not necessary. A better use of resources would be an extension to the Victoria Line.
- Need to retain view of Battersea Power Station as gives this part of Vauxhall its character.
- Loss of the petrol filling station on site

**Council's Response:**

- The GLA’s adopted VNEB OAPF and the Council’s draft Vauxhall SPD both identify the site as being suitable for tall buildings above 100m in height which would form part of an emerging cluster at Vauxhall. A key principle include the support of an emerging tall buildings cluster at Vauxhall within the Central Activities Zone. The principle of this intensity of development and tall buildings is now well established.
- TfL have been working closely with LB Lambeth and Wandsworth together with the GLA to ensure that is adequate and appropriate transport infrastructure to support the growth and sustainability of the VNEB OAPF. To re-direct resources away from the NLE would fundamentally compromise the delivery of VNEB.
- Whilst this development by reason of its height and scale would impact on local views of the Power Station, the applicant has submitted a detailed Heritage, Townscape and Visual Impact Assessment which considers the impact of the development in both strategic and local views. Whilst it is acknowledged that there would an impact, the impact has been assessed to not be so detrimental as to justify refusal of planning permission in townscape terms.
- Whilst it is acknowledged that this is a well used facility for the local community and is in many ways regrettable, there is no policy position to require its retention of re-provision. As such, objection to its loss cannot be sustained in policy terms.
<table>
<thead>
<tr>
<th>Issue</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Given the scale of the development there would be significant impacts on social infrastructure in the area including schools and hospitals etc.</td>
<td>The impact of the development on the social infrastructure is acknowledged and to this effect GLA has introduced the Development Infrastructure Funding Study. By applying the formula to calculation the sum payable to the Council, the applicant would have to pay £15,795,500. This would then be allocated by the VNEB Strategy Board to fund identified projects which would include health and education facilities.</td>
</tr>
<tr>
<td>Increase traffic generation and congestion in the area.</td>
<td>In transport and highways terms, the scheme is broadly supported by the GLA, TfL and the Council and that the impacts created by the development, both at a strategic and local level, would be adequately mitigated through the imposition of s106 obligations, s278 measures and planning conditions. On this basis, the application is supported on transport planning grounds.</td>
</tr>
<tr>
<td>Increased waste and sewage generation.</td>
<td>The Environment agency and Thames Water have been consulted. An inability of the existing waste water infrastructure to accommodate the needs of this application has been identified. Accordingly, Thames Water would wish to see a condition imposed stating the development shall not commence until a drainage strategy detailing any on and/or off site drainage works, has been submitted to and approved by, the local planning authority in consultation with the sewerage undertaker. Also no discharge of foul or surface water from the site shall be accepted into the public system until the drainage works referred to in the strategy have been completed.</td>
</tr>
</tbody>
</table>
| Increase in global warming | The applicant has commissioned an independent consultant to submit an Energy Strategy Report. The study identifies that apart from a limited number of penthouses, the residential units seek to achieve a Code for Sustainable Homes Level 4 and a BREEAM “Very Good” rating for the new retail store.  

The Report concludes that the overall emissions are expected to meet or exceed the requirements of Part L of the Building Regulations through passive design and efficiency measures. Furthermore, a community energy centre would be implemented as part of the development with a single wide energy centre providing heating and electricity to all areas of the development. The development would be designed to facilitate the future connection to the proposed VNEB district energy centre. It is also proposed to install a maximised gas fired combined heat and power plant and 300 sqm of photovoltaic panels at roof level.  

Both the GLA and the Council are broadly supportive of the |
The proposed amenity space provision is misleading as it would be solely for the residents of the development. The amenity space which would be located on the roof / podium above the extended store would indeed for private use. However, a new east – west route through the site with its “market square”, the proposed public realm improvements at the northern end of the site and along Wandsworth Road would be publically available and would equally greatly improve the quality of the townscape in this part of Vauxhall.

<table>
<thead>
<tr>
<th>Manipulation of survey data to bias the results in favour of tall buildings.</th>
<th>The applicant has submitted a detailed Statement of community Involvement with the application. The statement is robust and well considered and as such there is no evidence the question the veracity of the Statement.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Local businesses would be squeezed out as a consequence of a much larger store selling a significantly wider range of food and non-food goods.</td>
<td>Whilst it’s accepted the store will offer a wider range of goods, the scheme also proposes ground floor active uses in a range of A Class uses and Use Class D1. It is anticipated that these new uses would be independent from the Sainsbury’s operation and would be available to commercial operators should they wish to move in on site.</td>
</tr>
<tr>
<td>There should be a greater emphasis on job creation.</td>
<td>The new store alone would create an additional 140 jobs compared to the existing store. This uplift in employment would be in managerial, supervisory and clerical functions as well additional shop floor positions. It is considered that these additional jobs bring economic benefits to the community and increase employment and training opportunities locally. Many of the additional jobs would require lower initial skills or entry level qualifications and would offer flexible working hours. It is considered that the additional job creation and the nature of those jobs are a weighty consideration in support of the application. In addition, the other complementary landuses within the proposed development are projected to create significant job creation. The applicant has projected that above the additional store related jobs, there would be approximately 440 additional full time equivalent jobs of which 130 jobs would be within the business space and 170 within the other retail, community and station uses. The creation of an additional total of 500 jobs overall is therefore considered to be a weighty consideration in favour of the development.</td>
</tr>
</tbody>
</table>
6 Planning Policy Considerations

National Guidance

6.1 On 27th March 2012, the Government published the National Planning Policy Framework (NPPF). This document had the immediate effect of replacing various documents including, amongst other documents, PPS1, PPS3, PPS4, PPS5, PPS12, PPG13, PPG17 and Circular 05/2005: Planning Obligations.

6.2 The NPPF sets out the Government’s planning policies for England and how these are expected to be applied. It reinforces the Development Plan led system and does not change the statutory status of the development plan as the starting point for decision making. The NPPF states that the National Planning Policy Framework must be taken into account in the preparation of local and neighbourhood plans, and is a material consideration in planning decisions. Moreover, it sets out that in assessing and determining development proposals, local planning authorities should apply the presumption in favour of sustainable development.

6.3 The applicant’s planning consultants have submitted a statement confirming how this application meets the aspirations of the NPPF.

The London Plan 2011

6.4 The London Plan was published in July 2011 and replaces the previous versions which were adopted in February 2004 and updated in February 2008. The London Plan is the Mayor’s development strategy for Greater London and provides strategic planning guidance for development and use of land and buildings within the London region.

6.5 The London Plan is the overall strategic plan for London, and it sets out a fully integrated economic, environmental, transport and social framework for the development of the capital over the next 20-25 years. It forms part of the development plan for Greater London. All Borough plan policies are required to be in general conformity with the London Plan policies.

6.6 The following policies of the London Plan are relevant:

- Policy 1.1 Delivering the strategic vision and objectives for London
- Policy 2.9 Inner London
- Policy 2.10 Central Activities Zone – strategic priorities
- Policy 2.11 Central Activities Zone – strategic functions
- Policy 2.12 Central Activities Zone – predominantly local activities
- Policy 2.13 Opportunity areas and intensification areas
- Policy 3.1 Ensuring equal life chances for all
- Policy 3.2 Improving health and addressing health inequalities
- Policy 3.8 Housing choice
- Policy 3.16 Protection and enhancement of social infrastructure
- Policy 4.1 Developing London’s economy
- Policy 4.2 Offices
- Policy 4.3 Mixed use development and offices
Policy 4.7 Retail and town centre development
Policy 4.8 Supporting a successful and diverse retail sector
Policy 4.12 Improving opportunities for all
Policy 5.1 Climate change mitigation
Policy 5.2 Minimising carbon dioxide emissions
Policy 5.3 Sustainable design and construction
Policy 5.5 Decentralised energy networks
Policy 5.6 Decentralised energy in development proposals
Policy 5.7 Renewable energy
Policy 5.8 Innovative energy technologies
Policy 5.9 Overheating and cooling
Policy 5.10 Urban greening
Policy 5.12 Flood risk management
Policy 5.13 Sustainable drainage
Policy 5.14 Water quality and wastewater infrastructure
Policy 5.15 Water use and supplies
Policy 5.16 Waste self-sufficiency
Policy 5.21 Contaminated land
Policy 6.1 Strategic approach
Policy 6.2 Providing public transport capacity and safeguarding land for transport
Policy 6.3 Assessing effects of development on transport capacity
Policy 6.4 Enhancing London’s transport connectivity
Policy 6.5 Funding Crossrail and other strategically important transport infrastructure
Policy 6.7 Better streets and surface transport
Policy 6.9 Cycling
Policy 6.10 Walking
Policy 6.11 Smoothing traffic flow and tackling congestion
Policy 6.12 Road network capacity
Policy 6.13 Parking
Policy 7.1 Building London’s neighbourhoods and communities
Policy 7.2 An inclusive environment
Policy 7.3 Designing out crime
Policy 7.4 Local character
Policy 7.5 Public realm
Policy 7.6 Architecture
Policy 7.7 Location and design of tall and large buildings
Policy 7.8 Heritage assets and archaeology
Policy 7.10 World Heritage Sites
Policy 7.11 London View Management Framework
Policy 7.12 Implementing the London View Management Framework
Policy 7.14 Improving air quality
Policy 7.15 Reducing noise and enhancing soundscapes
Policy 7.18 Protecting local open space and addressing local deficiency
Policy 7.19 Biodiversity and access to nature
Policy 7.29 The River Thames
Policy 8.2 Planning obligations
Policy 8.3 Community Infrastructure Levy
6.7 Lambeth’s Local Development Framework Core Strategy

The Core Strategy was adopted by the council on 19 January 2011.

The following policies are considered to be of relevance to the assessment of this application:

Policy S1 – Delivering the Vision and Objectives
Policy S2 – Housing
Policy S3 – Economic Development
Policy S4 – Transport
Policy S5 – Open Space
Policy S6 – Flood Risk
Policy S7 – Sustainable Design and Construction
Policy S8 – Sustainable Waste Management
Policy S9 – Quality of the Built Environment
Policy S10 – Planning Obligations
Policy PN2 - Vauxhall


The following policies are considered to be of relevance to the assessment of this application:

Policy 7 Protection of Residential Amenity;
Policy 9 Transport Impact;
Policy 14 Parking and Traffic Restraint;
Policy 19 Active Frontage Uses;
Policy 21 Location and Loss of Offices
Policy 23 Protection and Location of Other Employment Uses;
Policy 26 Community Facilities;
Policy 29 The Evening and Late Night Economy, Food and Drink and Amusement Centre Uses;
Policy 30 Arts and Culture;
Policy 31 Streets, Character and Layout;
Policy 32 Community Safety/Designing Out Crime;
Policy 33 Building Scale and Design;
Policy 35 Sustainable Design and Construction;
Policy 37 Shopfronts and Advertisements;
Policy 38 Design in Existing Residential/Mixed Use Areas;
Policy 39 Streetscape, Landscape and Public Realm Design;
Policy 40 Tall Buildings;
Policy 41 Views;
Policy 43 The River Thames Policy Area – Urban Design;
Policy 47 Conservation Areas;
Policy 50 Open Space and Sports Facilities; and
MDO 84 Nine Elms Sainsbury’s (Wandsworth Road)
Regional Guidance

In March 2012, the Mayor adopted a planning framework for the Vauxhall Nine Elms Battersea Opportunity Area. It is Supplementary Planning Guidance to the London Plan. The framework has been produced in collaboration with Lambeth and Wandsworth Councils, as well as TfL and English Heritage.

The framework sets out an ambition for around 16,000 new homes and a range of 20,000 - 25,000 jobs. It contains proposals for an extension to the Northern Line from Kennington to Battersea via Nine Elms; a new linear park connecting Vauxhall to Battersea Power Station; a tall buildings strategy which supports an emerging cluster at Vauxhall within the parameters of the London Views Management Framework. It promotes the creation of a Combined Cooling and Heat Power network. Additionally, a Development Infrastructure Funding Study has been undertaken which informed the advancement of a Section 106 tariff to fund the full range of infrastructure required to support new development in the Opportunity Area.

Various proposals already have planning permission or are in the planning process. A Strategy Board, comprising representatives from the GLA, Lambeth and Wandsworth Councils and other stakeholders, has been established to guide development in the area.

Local Guidance

The council has adopted the following Supplementary Planning Documents, which are relevant:

- SPD: Safer Built Environments
- SPD: Sustainable Design and Construction
- SPD: S106 Planning Obligations

The Council is currently reviewing its draft Supplementary Planning Document pertaining to the Vauxhall area published in June 2008. At this time, this document has not been adopted as it is still its development stage but was considered to be a material consideration at the recent “Island Site” public inquiry.

The Council’s ‘Waste & Recycling Storage and Collection Requirements: Guidance for Architects and Developers’ (2006) is also relevant.

Land Use and Principle of Change of Use

As stated above, the VNEB OAPF sets out an ambition for around 16,000 new homes and a range of 20,000 - 25,000 jobs. It also contains proposals for an extension to the Northern Line from Kennington to Battersea via Nine Elms and amongst other issues supports a tall buildings strategy with an emerging cluster at Vauxhall (within the parameters of the London Views Management Framework). The Council’s draft Vauxhall SPD identifies the site as being within
the South East Regeneration Arc within which are key opportunity sites that could be brought forward to secure further intensification on the Wandsworth Road. Redevelopment of such sites should be mixed use development providing residential and retail uses whilst protecting existing employment floorspace. Saved UDP MDO 84 (Nine Elms Sainsbury’s) still applies to this site and states that there is potential for intensive development over the supermarket and in the car park and for the creation of active frontage uses and new public space along Wandsworth Road.

7.2 Retail
The application site is at present in mono retail use which, being a single storey building set within a large expense of open ground level car parking, is considered to be an under development of this strategically important site in the VNEB OA. As such it fails to meet the aspirations of both the GLA’s VNEB OAPF and the Council’s draft Vauxhall SPD. It is considered therefore that the principle of the redevelopment of site with a considerably more intensive mixed use primarily retail led scheme is acceptable in principle.

7.3 The Council’s Core Strategy and Saved UDP policies are silent on the loss of the petrol station and as such there is no policy basis to resist the loss of this facility.

7.4 The new Sainsbury’s store of 13,059 sqm (GIA) would be located at first and mezzanine floor levels and would be accessed via a double height entrance atrium fronting Wandsworth Road. It is proposed to provide 4,571 sqm of convenience goods floorspace (an uplift of 998 sqm beyond the existing situation) and 2,230 sqm of comparison goods floorspace (an uplift of 2,230 sqm).

7.5 In retail terms, Sainsbury’s objective is to provide a retail store that makes better use of the land available to them and that offers customers a qualitatively better proposition than the existing store in a highly accessible location.

7.6 At the time the application was submitted the Government had not brought into force the NPPF and PPS4 was the relevant national guidance. PPS4 has since been expunged and as such the application and thus the retail assessment must be assessed against the NPPF. Whilst PPS4 has been replaced this does not however materially change the assessment of major retail applications. Sequential and impact tests remain.

7.7 Consideration of phasing of retail development coming forward particularly in relation to available expenditure at the time the proposed development will occur in 2015 and available expenditure together with other developments coming forward at this time and in the period after this needs to be carefully scrutinised and considered. Core Strategy Policy PN2 seeks a new district centre in Vauxhall and active frontage uses at ground floor level including along Wandsworth Road which link to Vauxhall Heart. Similarly the London Plan outlines a proposed small CAZ frontage in Vauxhall. This is not the only site which may bring forward a significant amount of retail development outside Battersea Power Station in the OA. Proposals for retail development on sites within LB Wandsworth are also anticipated and these, too will need to be
carefully considered as they come forward.

7.8 The retail elements of the scheme can be divided into three main parts – the replacement and extension of the existing retail supermarket comprising 13,059 sqm (net increase of 6,578 sqm); flexible retail and town centres uses (A1/A2/A3/A4/D1) comprising 892 sqm (this includes 105 sqm of flexible retail and town centres uses (A1/A2/A3/A4/D1) proposed as part of the outline scheme); and flexible retail and town centres uses (A1/A2/A3/A4/D1) comprising 1,736 sqm either as part of the redevelopment or within the Northern Line Extension.

7.9 As set out above, the DIF Study for the VNEB OA sets out that approximately 24,000 sqm of retail can be supported in the OA. The development as proposed could provide up to 17,000 sqm alone, should all the floorspace be occupied by A1 uses, although this is unlikely to happen in reality. The replacement Sainsbury’s store would result in a net increase of 6,578 sqm of retail floorspace (GEA) and 8,285 sqm including the lobby/atrium. This would be alongside a further 2,628 sqm of retail floorspace. Therefore, the overall quantum of retail development proposed on this site needs to be considered in line with the wider context of proposals in the opportunity area and the most appropriate locations for concentrations of retail development.

7.10 The application has been accompanied by a Retail Planning Statement which includes a sequential and impact assessments as set out below:

**Sequential Assessment**
The Retail Planning Statement has assessed a number of sites and applied a sequential assessment, including sites in Waterloo, Vauxhall, Elephant and Castle, Battersea and Clapham Junction. The sequential assessment has appropriately applied the tests in terms of their availability, suitability and viability as well as other considerations including options for disaggregating the retail floorspace. It is considered that the assessment carried out, which concludes that there are no sequentially preferable sites capable of accommodating the proposed retail development, is appropriate. It is also important to highlight that this site is an established supermarket and while the proposals seek to consolidate and expand the retail on the site various other sites within the opportunity area are no more sequentially preferable to this site. For example, Vauxhall Cross (Vauxhall Square) has been identified in the sequential assessment as has the Ballymore and Flower Market sites - the latter two both located in LB Wandsworth, none of which are sequentially preferable to this site.

7.11 The London Plan identifies the potential for a new CAZ Frontage at Vauxhall although there is no defined location for this. The Core Strategy in Policy PN2(a) states that a focus of new retail uses will be promoted around the transport interchange to create a district centre. Therefore it could be argued that sites within Vauxhall Heart, around the transport interchange are intended to be the location for the retail focus for the area, however a large food store is unlikely to be accommodated within this area and the existing Sainsbury’s site remains the most appropriate location for a food store in this part of Vauxhall. Similarly, whilst the applications submitted within VNEB are intended to accommodate
scenarios for both the Northern Line Extension coming forward or not, should the Northern Line Extension occur and a new tube station located on the site, the retail development concentrated around this station would be the most suitable and appropriate location for a food store and other retail and town centre uses.

7.12 Impact Assessment
In considering the impacts of the proposal, the assessment highlights the significance of the expansion in terms of providing an improved and upgraded retail food store on an established site. It is recognised that the store is currently overtrading and this is demonstrated in the Council’s Borough Retail Study (2008) and various other retail studies which have been carried out for the area including Battersea Power Station. The Borough Retail Study highlights (in Table 19.1) that trading levels in 2008 were £13.4m above the benchmark turnover which equates to approximately 37%. Part of the expansion of the store will no doubt improve the offer for existing customers and reduce overcrowding within the store.

7.13 The impact assessment has looked at the impacts of the proposals on town centres including, Brixton, Clapham High Street, Stockwell and Lower Marsh, all within Lambeth. Town centres in other boroughs which were considered include Clapham Junction, Elephant and Castle, Walworth Road, Camberwell and Victoria. The analysis carried out in the Retail Planning Statement shows that the trade draw from the proposals would have some minor cumulative impacts (for both convenience and comparison goods) in terms of trade draw with impacts largely being less than 2% at 2020 in most cases. The only exceptions to this are Stockwell, Camberwell and Clapham Junction which the analysis suggests would experience a 4.5%, 4.3% and 3.0% impact respectively.

7.14 Even with existing commitments coming forward the impact of the proposals on existing nearby centres would not be significant with impacts being identified as less than 10% overall. That said, the cumulative impact from future proposals for any further significant level of retail in other areas of the Opportunity Area would need to be carefully considered having regard to existing and future available expenditure expected from new employment and housing development. This is particularly critical in Vauxhall where it is envisaged that a CAZ Frontage (equivalent to a small district centre) should be provided but anything to a greater level than this, alongside the other committed proposals, may not be sustainable. This is also supported by the findings in the DIF Study for the VNEB area which sets out that appropriately 24,000 square metres of retail is to be accommodated in the opportunity area outside Battersea Power Station.

7.15 The applicant states that whilst the retail floorspace will increase, the success of the store is not driven by the need to significantly grow its current market share. The applicant does however acknowledge that the replacement store would attract new customers. The core rationale for the additional floorspace is to improve shopping conditions and facilities to effectively manage levels of trade. Also, the additional floorspace would facilitate the accommodation of a wider range of goods for sale. Moreover, the new store alone would create an additional 140 jobs compared to the existing store. This uplift in employment
would be in managerial, supervisory and clerical functions as well additional shop floor positions. It is considered that these additional jobs bring economic benefits to the community and increase employment and training opportunities locally. Many of the additional jobs would require lower initial skills or entry level qualifications and would offer flexible working hours. It is considered that the additional job creation and the nature of those jobs are a weighty consideration in support of the application.

7.16 It should also be made clear that the other complementary landuses within the proposed development are projected to create significant job creation. The applicant has projected that above the additional store related jobs, there would be approximately 440 additional full time equivalent jobs of which 130 jobs would be within the business space and 170 within the other retail, community and station uses. The creation of an additional total of 500 jobs overall is therefore considered to be a weighty consideration in favour of the development.

7.17 Conclusion on retail provision
Overall, it is considered that whilst a significant amount of retail is proposed on this site, particularly the large scale food store, it would not have an adverse impact on nearby centres and the existing and future available expenditure in the area will sustain the scale of development proposed. The development would also provide an improved and upgraded food store on an established site. Similarly, the impact assessment looks at the worst case scenario, which is that all the floorspace proposed would be occupied by A1 use class. This is unlikely to happen in reality and it is envisaged that a large proportion of the flexible A1/A2/A3/A4/D1 floorspace, as part of the full and outline proposals (2,628 sqm), would predominately be A2/A3/A4/D1 and therefore the impacts set out in the Retail Planning Statement would be less again. All of these types of uses are supported in this location in line with the Core Strategy and saved UDP policies.

It is considered that the proposals would positively enhance the existing established food store in this location. The Core Strategy supports retail in Vauxhall and the development would provide substantial regeneration benefits in line with Policy PN2 and saved UDP MDO 84. Therefore, no objections are raised to the retail development and other town centre uses proposed.

7.18 Employment
The development would provide a total of 1,860 square metres of B1 business and office floorspace. The general business space would be located at ground and first floor levels and face the railway viaduct at the northern end of the site. The office accommodation would be located a first floor level on the west side of the development next to residential Block K. Core Strategy Policy S3(b) seeks to maintain a stock of sites and premises not in KIBA’s in commercial use across the borough subject to suitability of the site and location. Core Strategy Policy PN2(g) seeks residential-led mixed use development in the South East Regeneration Arc and retaining a significant employment element. This site is not currently in employment use and therefore development which is predominately residential and retail based with a smaller element of business and office floorspace is considered to be appropriate.
7.19 Saved UDP Policy 21 relates to offices and states that development for large scale offices will only be permitted in (i) the Waterloo Office Regeneration Area, on the Albert Embankment and on sites in and around Vauxhall Cross outside predominately residential areas. The development is located within the Vauxhall Cross area which promotes office development. The provision of employment floorspace as part of the development is therefore supported.

7.20 As stated above, residential led rather than employment led development is sought in this part of Vauxhall and therefore the quantum of employment floorspace proposed alongside retail and community uses is appropriate in this location.

7.21 **Children’s Tutoring Facility**

The proposed learning centre would be located at first floor level within the atrium and would provide individually focussed computer based English and maths learning programs for children aged between 5 to 14 years old who would be assisted by tutors. The programs are designed to link to the national curriculum and compliment conventional school based learning.

7.22 The centre would most likely be run by an established operator. Sainsbury’s are in partnership with “Explore Learning” at other stores across the country. Such centres are typically open from 3pm to 8 pm during terms time and all day during the school holidays.

7.23 Saved UDP Policy 26 states that the development and improvement of facilities is supported and promoted. It is considered that this education facility would be a welcome additional to the range of community facility in the area and is in accordance with Policy 26.

7.24 **Ground Floor Uses**

The proposal seeks to activate the edges to all frontages. A new east – west street with a market square is proposed with a potential link through to the New Covent Garden Market site and there is the potential for new active frontages against the viaduct. It is proposed that these uses would be in a variety of A uses and/or D1. These uses would be complementary to the store and offer a wider variety of choice within the site. Bars and restaurant would positively contribute to the animation within the site and are welcomed in landuse terms.

7.25 **Residential Accommodation**

London Plan Policy 3.3 seeks to increase London’s supply of housing and sets for Lambeth a minimum ten year target of 11,950.

7.26 Policy S2 of the Core Strategy commits the Council to the provision of at least 7,700 net additional dwellings across the borough between 2010/11 and 2016/17 in line with London Plan targets and a further 8,800 more homes by 2024/25, subject to London Plan targets for this period.

7.27 Policy PN2 of the Core Strategy sets out Council support for at least 3,500 new homes in the Vauxhall area.
Core Strategy Policy S2 sets out that developments should provide a mix of housing sizes and types to meet the needs of different sections of the community. With a scheme of this nature, at least 50 per cent of housing should be affordable where public subsidy is available, or 40 per cent without public subsidy, subject to housing priorities. Furthermore, there is an expectation that the mix of affordable housing should be 70 per cent Social Rented and 30 per cent Intermediate housing.

London Plan Policy 3.11 sets out that the Mayor will, and boroughs and other relevant agencies and partners should, seek to maximise affordable housing provision and ensure an average of at least 13,200 more affordable homes per year in London over the term of this Plan. In order to give impetus to a strong and diverse Intermediate housing sector, 60% of the affordable housing provision should be for social rent and 40% for intermediate rent or sale. Priority should be accorded to provision of affordable family housing.

Policy 16 of the UDP sets out that a range of unit sizes of affordable housing should be provided, having regard to local circumstances, site characteristics and the aims of the borough’s annual housing strategy. It goes on to set out the presumption that affordable housing should be provided on site.

London Plan Policy 3.8 encourages a full range of housing choice. This is supported by the London Plan Housing Supplementary Planning Guidance, which seeks to secure family accommodation within residential schemes, particularly within the social rented sector. Recent guidance is also set out in the London Plan Interim Housing Supplementary Planning Guidance (April 2010) which states that whilst the London Housing Strategy sets a target for 42% of social rented homes to have three or more bedrooms.

The overall residential accommodation within the development would be located in a series of eight blocks with a range of different heights and forms. There would be total of 737 residential units in a mix of studio, 1, 2, 3 and 4 bed units.

Blocks A and B are located at the southern end of the site adjacent to Pascal Street and rise to nine storeys. These buildings would accommodate 66 affordable housing units. As these blocks sit above the flexible NLE station / retail floorspace they are being applied for in outline with details of appearance and landscaping reserved for later determination.

Block C would be located in the southern section of the site opposite Blocks A and B and would accommodate additional affordable accommodation.

Block D is a mid rise tower which would accommodate private accommodation. It would be located adjacent to Block C above the Sainsbury’s store.

Blocks E and F would face onto Wandsworth Road above but set back from the store’s atrium. These blocks would accommodate private housing together with a proposed gymnasium, for the use of the residents also at podium level.

Block G is the tallest building at 37 storeys and would be located at the northern end of the site. It accommodated private housing access via a lobby on
Wandsworth Road. An additional lobby within the block gives access to the podium.

7.38 Block H is located parallel to the railway viaduct on the northern boundary and rises to 10 storeys. Again it would house private units.

7.39 Block K, is the mid range tower rising to 28 storeys and would be located on the west side of the site and it too would housing private units.

7.40 Proposed Unit Schedule

For ease of reference, the proposed unit schedule is set out in the table below

<table>
<thead>
<tr>
<th></th>
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</tbody>
</table>

7.41 Residential accommodation is appropriate in this location and as part of the redevelopment of this site. The development will result in an additional 671 residential units with a further 66 residential units sought through the outline permission. The total amount of housing proposed in both the full and outline applications yield 737 units. The additional residential units would therefore significantly contribute to the Council achieving its housing targets in line with Core Strategy Policy S2(a).

7.42 Following on-going dialogue following the GLA’s Stage One report which was critical, in places, of the quality of the accommodation across the site, the residential units, regardless of tenure now meet or exceed the London Plan dwelling standards and the Council’s SPD. 10% of all units would be adaptable to wheelchair accessible standards and all units would be built to Lifetime Homes standards. All units would be provided with outdoor private amenity space either in form of balconies or terraces which would meet or exceed the minimum standards.

7.43 The GLA raised specific concerns regarding the single aspect, north facing units in Block H, particularly as they would overlook the railway viaduct. In response, the architects have re-designed Block H to remove all such units. Of the 78 identified units, 20 units would now be dual aspect, 36 units would be set much further away from the railway with a wider aspect with views of the river and into the city and a further 8 would view into the square from levels 2 – 6. It is considered that these amendments have addressed the GLA’s earlier concerns. Officers consider that the quality and amenity of the proposed residential units in all tenures is now acceptable.

7.44 Affordable Housing

The application as originally submitted proposed 114 affordable housing units in a mix of size and tenure. This equated to a proportion of 15% of the overall residential units across the site. These units were proposed to be located in Blocks A, B and some in Block C. This proposed level of provision is clearly significantly below the threshold targets set out above in the GLA’s and Council’s policies.
7.45 The applicant has subsequently engaged with the Council to explore the possibility, set in the context of financial viability, to increase the affordable housing offer. These subsequent negotiations have led to a positive resolution in that the level of affordable housing has been increased to 20%. This equates to 144 social and intermediate units; an increase of 30 units.

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<tr>
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<tbody>
<tr>
<td>Studio</td>
<td>0</td>
<td>0</td>
<td>31</td>
<td>31</td>
</tr>
<tr>
<td>1 bed</td>
<td>24</td>
<td>31</td>
<td>180</td>
<td>235</td>
</tr>
<tr>
<td>2 bed</td>
<td>30</td>
<td>25</td>
<td>326</td>
<td>381</td>
</tr>
<tr>
<td>3 bed</td>
<td>25</td>
<td>2</td>
<td>31</td>
<td>58</td>
</tr>
<tr>
<td>4 bed</td>
<td>7</td>
<td>0</td>
<td>25</td>
<td>32</td>
</tr>
<tr>
<td>Total</td>
<td>86</td>
<td>58</td>
<td>593</td>
<td>737</td>
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<tr>
<td>%</td>
<td>11.7%</td>
<td>7.9%</td>
<td>80.5%</td>
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</tbody>
</table>

7.46 The additional affordable housing would be located within Block C which previously had a greater proportion of private units. Essentially, it is now proposed to provide the affordable housing in Blocks A, B and C in the mix and tenure set out in the table above.

7.47 It is considered that this increase, which does have a marked impact on the viability of the scheme, may now be supported particularly when set in the context of the additional benefits that flow from the scheme set out elsewhere in this report.

8 Design

8.1 Tall Buildings
The VNEB OAPF and the Council’s draft Vauxhall SPD both identify the site as being suitable for tall buildings above 100m in height which would form part of an emerging cluster at Vauxhall. Key principles include the support of an emerging tall buildings cluster at Vauxhall with the Central Activities Zone, no harm to the setting of the Westminster WHS in river prospects defined with the London View Management Framework (LVMF) SPD, separate identity on the skyline building up to 150m and full integration with the public realm strategy.

8.2 Three tall buildings are proposed within the development. These range in height from 90m to 120m. The tallest tower would be located at the north east corner of the site adjacent to the railway viaduct and opposite the site of the approved Vauxhall Sky Gardens scheme which included a tall building also 120m in height.

8.3 The largest tower (Block G) marks three principal entries into the site whilst the lowest tower (Block D) sits closer to Pascal Street. The intermediary tower (Block K) would face towards New Covent Garden and the large scale VNEB developments beyond. There would be significant separation between these three towers which would allow each to be read individually thereby avoiding a
wall-like mass of development from any particular view. That said, they will appear as a “family” of forms linked by similar architectural characteristics and a palette of materials.

8.4 The applicant has submitted a detailed Heritage, Townscape and Visual Impact Assessment to establish the impact of the development on views and heritage assets. The acceptability of the design of the proposed towers (and the development as a whole) in its spatial location has been tested in 41 different viewing positions which were established through the Scoping process. The towers (and the development as a whole) would not be visible from the Westminster World Heritage Site. It would however be seen in relation to the river frontage of the Palace of Westminster in key river views identified in the LVMF. The proposals would also be visible in three River Prospects designated in the LVMF SPG, Waterloo Bridge, Hungerford Bridge and Westminster Bridge, however it is considered that whilst visible this impact is not harmful to these views, background settings or wider urban context.

8.5 Whilst the proposed development would clearly be visible when seen from local conservation areas and listed buildings, its impact particularly the three tall building, is considered not to be detrimental to the setting of these assets. Indeed, the tallest element, the 37 storey tower, given its location would be little different from the approved Vauxhall Sky gardens scheme. The scheme has been assessed by both the GLA and CABE and Council officers, who have been actively involved in the evolution of this scheme are satisfied that any visual impact on heritages would not be detrimental to their setting particularly given the use of quality materials and detailed design that would be incorporated.

8.6 In light of the fact that the principle of tall buildings on this site is established both by the GLA and the Council, that the overall tall building heights are within the prescribed heights and that the tallest tower reflects the height of the already approved Vauxhall Sky Gardens development, together with the fact that it does not impact on the World Heritage Site and has limited impact in wider views, it is considered that the principle and height of the three towers as proposed is acceptable.

8.7 Retail Store
The existing store is of antiquated design and of little if any architectural merit. Its demolition and replacement is not therefore contested. The replacement store would be sited centrally on the site fronting Wandsworth Road. Its proposed location would also create distinct zones for the medium height residential blocks to the quieter south side of the site, facilitate a low industrial/work edge to the north adjacent to the railway viaduct and the high rise to the north as well as hiding to the west the service area in public views. It is considered that the proposed location and strong street frontage would significantly improve the animation of this part of the road and as such its location is supported.

8.8 The entrance into the store would be via a two storey primarily glazed atrium. It has been designed to create an attractive street frontage which would actively display the store and its functions so as to draw customers in. Animation of the
Atrium would be achieved by the inclusion of retail kiosks (flower stalls etc) at ground floor level which would be visible from the road and the educational facility at first floor. Travelators would rise from street level up to the first floor store.

8.9 The atrium would be set out in a clear simple grid based on the store requirements. The grid is modelled on the classical manner with each bay organised in the 2:3 proportion. The grid presents bays which are broken down further into both transparent and translucent glazing. The transparent panels would allow full view of the store check outs, kiosks and customer activity. The flow of customers from the basement, ground and first floors would therefore be displayed as part of the store activity thereby enhancing animation when seen from street level. The translucent panels would allow partial visibility whilst offering some levels of privacy externally. There would also be a small number of coloured panels would be internally located to offer some visual variation and relief.

8.10 It is considered that the design approach adopted for the street frontage of the store acts as a transition in the scale with the blocks on Wandsworth Road and is supported. It proposed a strong street frontage presence. Its detailed design is considered to be well considered to ensure that the street frontage is active and animated whilst facilitating the effective functioning of the store. It is considered therefore that this element of the proposal is acceptable in townscape and design terms.

8.11 Form and Materiality of the Blocks

Tower Buildings
Tower G (tallest) would be “rotated” to appear oblique when seen from the north in Wandsworth Road. And would face the river. The height would step down from north to south and the mass would taper rising up the building.

Tower K (medium height) would be located towards the railway viaduct would, together with Tower G connect the route through the site adjacent to the viaduct thereby assisting in facilitating permeability through the site. The principle views from it would be of the north and west to the river and the wider Nine Elms area.

Tower D (lowest) would be located towards the south of the site facing the potential underground station further to the south and would be a marker within the townscape regarding the location of station entrance. It would step up towards the other towers and step down towards the lower rise development in Pascal Street.

8.12 The towers would be formed with vertical strips of metal, render or glass cladding which would be interspersed with window glazing and balconies. The balconies would also be arranged in vertical strips and at the corners to provide the otherwise smooth outer skin with three-dimensional articulation and depth. The towers have been designed to have one “identity metal” and one “continuity metal” which creates an identifiable visual link between the towers.

8.13 The other buildings within the site would be relatively lower rise dropping in
scale towards the southern end of the site to ultimately respect the 2 and 3
storey residential buildings in Pascal Street and beyond. The form of these
buildings is more domestic in scale with the use of more traditional materials
such as brick, glazed ceramic tiles and glass fronted white panels. It is
considered that the height and scale of these buildings demure to the three
tower buildings and their detailed design and use of materially complement the
towers and reflect their predominant use as residential accommodation.

8.14 The proposed block that would accommodate the potential NLE station
constitutes the outline element of this “hybrid” application. As such its detailed
external appearance, use of materials etc would be the subject of a future
reserved matters application but at present it has been suggested that the street
level element could be translucent glazed box reflecting the nature and function
of the station concourse with the residential floors rising above it formed in brick
to reflect the prevailing character of the townscape immediately to the south.
The corner block, i.e. that on the corner of Wandsworth Road and Pascal street
would rise to 7 storeys to emphasise the location of the station within the
streetscene. In principle, this is considered to be acceptable in townscape terms
at this stage.

8.15 It is considered therefore that the form, materiality and design approach taken
for the individual blocks and the scheme as a whole is therefore acceptable.

8.16 **Permeability**

Given that the redevelopment of the site has been driven by the need to
increase the floorspace of the retail store, there has been concerns raised,
primarily at the pre-application stage, but also by the GLA in its Stage 1 formal
response regarding the need to ensure adequate permeability through the site.
The applicants have sought to address these concerns. It is proposed to create
a clear east – west route through from Wandsworth Road to the New Convent
Garden site and the wider VNEB area. The proposed route would run parallel
with Pascal Street and would be activated by shops, bars and restaurants.

8.17 The potential for an improved route adjacent to the railway viaduct has also
been explored. Whilst the delivery of this is subject to neighbouring landowners
involvement, the development seeks to facilitate future permeability of this area
of the site in the short to medium term.

8.18 In addition to permeability through the site, the scheme involves the creation of
an active animated frontage along Wandsworth Road which would help to link the
site with the wider VNEB area and beyond.

8.19 Whilst it acknowledged that the layout and form of the proposed development is
dictated by the large footprint of the retail store, it is considered that the
introduction of the new street running east – west, together with the market and
public squares and the north route adjacent to the viaduct would draw people
through the site, particularly when the wider VNEB proposals are implemented.

8.20 **Public Realm and Landscaping**

Integrally linked to permeability is quality public realm. The public realm strategy
has been designed to provide the potential for improved connections and
spaces beyond the application site in order to ensure that the site is an integral part of the VNEB OA rather than being self-contained and separate from it. As stated above, the proposed public realm within the site includes a new pedestrian street running east – west. The scheme also “future proofs” an additional route along the northern boundary of the site. Public spaces are also proposed including a “Market Square” located along the new east – west route and a public square at the junction of Elm Way and Wandsworth Road which would also serve as the gateway to the main residential entrance of the development.

8.21 The proposed glass elevation of the supermarket entrance atrium would create a vibrant and dynamic “window” on the Wandsworth Road, which the site clearly lacks at present. It is proposed to upgrade the pavement with new paving street planting and improved lighting. It is considered these improvements would significantly positively contribute to improved public amenity along this stretch of Wandsworth Road.

8.22 The proposed new “Market Street” would be a pedestrian shopping street with the potential to connect through to the New Covent Garden Market site both improving the permeability of the site but also providing a calm tree lined space incorporating seats encouraging the public to enter and linger.

8.23 Located at the heart of the site would be a central square “Market Square”. This has been designed to be a vibrant sheltered public space animated by cafes and potentially public art and potentially some play space. The square would be unified by high quality precast slab paving in a colour to co-ordinate with the paving in “Market Street”.

8.24 “Elm Place” has been designed to create a gateway to the main residential entrance as well as to the potential new pedestrian link to the north of the site. It is proposed to plant a large, mature elm tree to create a green landmark, softening the space and frame the view down the arches. Coloured lighting would be installed between slab paving to create an attractive local feature whilst forming a strong linking element via Wandsworth road, the arches and the other schemes coming forward in the VNEB OA.

8.25 It is considered that the principles of what is proposed for the public realm is acceptable; however its success will be driven by the quality and choice of materials to be incorporated. Accordingly, it is recommended that a raft of detailed conditions governing the public realm provisions are recommended to ensure that quality is not compromised.

8.26 Above ground level additional shared roof and private roof gardens are proposed. A shared roof garden is proposed on Block A and B (8th floor). This would incorporate a raised deck seating area, lawn and drought tolerant planting and a climbing wall. The private roof gardens are dispersed across the site, (8th and 9th floors on Block C, 9th and 10th floors on Block E, 9th floor on Block F, 21st 33rd and 37th floors on Block G). The design and layout of these private terraces are broadly similar and reflect the concept adopted for the shared roof. Again, the success of these spaces will be determined by the quality of the soft and hard landscaping and conditions are recommended to secure this. Bio-diverse
roofs are proposed and these would be dispersed across the site, some of which would incorporate photovoltaic panels. The landscaping section of the submitted Design and Access Statement sets out a comprehensive list of native and naturalised species suitable for fauna habits and nesting. The quantum of bio-diverse roofs and the range of flora are both supported.

8.27 There would also be a large open private garden effectively on the roof of the retail store with access from the surrounding residential blocks. These perimeter blocks would therefore create an enclosed, safe and quiet amenity space for the residents of the development set away from the noise and activity in Wandsworth Road and beyond. These perimeter buildings are between 6 to 8 storeys in height and being relatively low rise, albeit set on top of the store, this amenity space would enjoy high levels of daylight and sunlight throughout the day. The scheme has been developed to ensure that this space can accommodate meaningful and mature planting including a “hidden forest” designed as a winter garden to be planted with native and flowering trees with winter flowering plants under planted beneath. There would be a strong emphasis on year round planting which would also include a Spring cherry tree walk and appropriate flowering summer and colourful autumnal planting. The main footpaths weaving through this amenity space would be surfaced with bound gravel paving with treated softwood timber decking to shared surfaces. Children’s play areas would be surfaced with resin bound gravel with painted finish concrete climbing walls, natural boulders and timber seating. It is considered that notwithstanding its elevated siting on top of the store, this large expanse of amenity space has been designed to be an integral part of the development and one which would provide meaningful amenity and recreational space for the residents of the development. It is considered that this quantum and quality of amenity space is acceptable.

8.28 In addition to this provision, there is also a “grow your own” planting area on the roof of the store. This area would be located closer to the Wandsworth Road frontage where the residential block has been set back to respect the amenity of the residents opposite. These allotments would be made available to residents of the development. Again, the principle, nature and location of this provision is considered to be acceptable.

8.29 Children’s Play Space
The GLA’s SPG “Providing for Children and Young People’s Play and Informal Recreation” (March 2008 recommends 100 msq dedicated playspace per child for future provision, as does the interim, London Housing Design Guide. This level of provision is supported by the Council’s SPD. It is projected that a total of 161 children would be introduced by the development. A corresponding need of 1,610 sqm of play space is therefore required. The table below sets out the quantum of play space per age group set against SPD expectations.

<table>
<thead>
<tr>
<th>Age Profile</th>
<th>No of Children</th>
<th>Playspace required sqm</th>
<th>Typology of Space</th>
<th>Playspace Provided (9sqm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Under 5’s</td>
<td>57</td>
<td>570</td>
<td>Doorstep Playable Space</td>
<td>1,153</td>
</tr>
<tr>
<td>Age Group</td>
<td>Spaces</td>
<td>Neighbourhood Playable space</td>
<td>Total</td>
<td></td>
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<tr>
<td>-----------------</td>
<td>--------</td>
<td>-------------------------------</td>
<td>-------</td>
<td></td>
</tr>
<tr>
<td>5-11 years</td>
<td>61</td>
<td>610</td>
<td>1,863</td>
<td></td>
</tr>
<tr>
<td>12-17 years</td>
<td>43</td>
<td>430</td>
<td>257</td>
<td></td>
</tr>
<tr>
<td>All Ages</td>
<td>161</td>
<td>1,610</td>
<td>3,770</td>
<td></td>
</tr>
</tbody>
</table>

As can be seen from these figures, the proposal exceeds the required amount of playspace by 2,160 sqm which is to be supported. It is recommended, however, that a condition is imposed requiring details of the layouts and specification of these play areas to ensure that these spaces are of appropriate quality and function.

9 **Amenity**

9.1 Policy 7 of the UDP sets out that the right of people to the quiet enjoyment of their homes will be respected.

9.2 Saved UDP Policy 26 sets out that proposals for community facilities serving local catchments or housing estates may also be located elsewhere within residential areas outside centres, subject to the protection of neighbourhood amenity.

9.3 Policy 29 relates to potential impacts upon residential amenity from food and drink and late night uses.

9.4 Policy 33 of the UDP sets out that the scale and design of buildings should protect the residential amenity of existing and future residents by having an acceptable standard of privacy; having an acceptable impact on levels of, and impact on daylight and sunlight; not creating unacceptable overlooking; not creating an undue sense of enclosure; and where appropriate, having sufficient outdoor amenity space.

9.5 **Daylight/Sunlight**

The applicant has instructed an independent consultant to undertake an assessment of the potential daylight, sunlight and overshadowing effects of the proposed development on both the surrounding residents and the future occupiers of the development itself. The analysis is both cogent and robust and is set out in full in the accompanying Environmental Statement. In conclusion, the daylight and sunlight analyses of the impact on neighbouring adjoining properties have shown that there would be some reductions when comparing the baseline and proposed conditions. The Average Daylight Factor tests have demonstrated that a good level of daylight compliance would be retained. The No-Sky Line tests similarly reveal that some adjacent rooms would be affected by this impact has been identifies as a “minor negative” impact. Sunlight levels would only fall short of the BRE guidelines for one living room on the lowest level of the Vauxhall Sky Gardens development. The shortfall has been calculated as being 3% of summer sunlight due to the shading from the large curved terraces. This impact has been considered to be “negligible”.
9.6 The proposed habitable rooms would obtain 98.7% of the rooms when reviewed against ADF tests and 87.25% of the rooms under the NSL test. The BRE report concludes by confirming that any negative impact would be “negligible”.

9.7 The overshadowing assessments to the baseline amenity areas and proposed amenity spaces confirm high levels of sunlight would be maintained/achieved. This, the report concludes, would be a “minor positive” impact.

9.8 In view of these conclusions reached, verified by the independently commissioned consulted, officers are satisfied that the scheme is acceptable having regard to daylight, sunlight levels and overshadowing.

9.9 **Light Pollution**
At this stage of the planning process, the internal and external lighting schemes for the proposed development have not been confirmed. However, there is no evidence to suggest that the development would prove harmful to the amenity of neighbouring properties by reason of light pollution. A lighting strategy and management plan for the development could be secured by condition to ensure that such would not prove harmful to neighbouring amenity.

9.10 **Overlooking / Loss of Privacy**
The nearest existing residential buildings are on the south side of Pascal Street, opposite Banham Security’s building and the store’s car park exit and also the Wyvil estate block on the opposite side of Wandsworth Road. The development has been designed to step down the height, scale and bulk from the north to the south. This is in response to the need to safeguard the amenity of the residents to the south as well to respect the more domestic scale of the townscape to the south. The properties which presently look out over the store car park would face the flank elevation of the building which may house the NLE station, or if not retail, floorspace. There would be a separation distance of approximately 20m which is considered sufficient to ensure that any overlooking of the properties from the flats above would not be so significant as to unduly impact on the amenity of those residents. The same is considered to apply in views of the other presidential properties further down Pascal Street. There would be approximately 30m separation distance over Wandsworth Road from the development to the Wyvil Estate which again is considered to be sufficient to safeguard the amenity of the residents in the estate. In conclusion therefore, it is considered that the development would not give rise to loss of privacy or conditions of overlooking that would be unacceptable given the urban location of the site.

9.11 **Noise and disturbance**
Given that there is a large operational retail superstore on site at present, local residents may already experience some degree of noise and disturbance generated by deliveries, servicing and customers. These arrangements although increasing in size and thus intensity would be stringently conditioned to ensure efficient and neighbourly operation in future. To this effect, it is considered that the store element of the proposal would not give rise to any future undue noise and disturbance. The proposal does however include additional active frontages which are likely to include a number of
cafes/restaurants within the site around which tables and chairs are likely to be provided. Notwithstanding that these active uses would be set within the site flanked by the heavily trafficked Wandsworth Road, they would be located residential accommodation of the upper floors of the relevant blocks. It is considered that these uses would prove to be noise sensitive to the residents above, particularly those living in the lower floors. It is considered there that it would be appropriate to impose a condition requiring proposed opening times for these various uses the opening hours to be submitted prior to the commencement of the uses. Similarly, the condition would restrict the times when the associated tables and chairs are laid out and removed.

9.12 For these reasons, therefore, officers consider that subject to imposition of relevant conditions the amenity of both the existing adjacent residents and those who live within the development would be appropriately protected. As such, the scheme is considered to be acceptable in amenity terms.

10 Sustainability

Current development plan policy requires all major development to achieve a reduction in carbon dioxide emissions through energy efficient design, decentralised heat, cooling and power systems, and on-site renewable energy generation. With specific regard to Vauxhall, Policy PN2 of the Core Strategy sets out a support for the highest standards of sustainable design and construction and the implementation of district heating networks and other effective forms of CO₂ reduction and climate change adaptation, including innovative approaches.

10.1 Policy 5.2 of the London Plan sets out a minimum target reduction for carbon dioxide emissions in buildings up until 2013 of 25% over the Target Emission Rates outlined in the national Building Regulations. Developments should follow the following energy hierarchy:

1 Be lean: use less energy;
2 Be clean: supply energy efficiently;
3 Be green: use renewable energy

10.2 The applicant has commissioned an independent consultant to submit an Energy Strategy Report. The study identifies that apart from a limited number of penthouses, the residential units seek to achieve a Code for Sustainable Homes Level 4 and a BREEAM “Very Good” rating for the new retail store.

10.3 The report concludes that the overall emissions are expected to meet or exceed the requirements of Part L of the Building Regulations through passive design and efficiency measures. Furthermore, a community energy centre would be implemented as part of the development with a single wide energy centre providing heating and electricity to all areas of the development. The development would be designed to facilitate the future connection to the proposed VNEB district energy centre. It is also proposed to install a maximised gas fired combined heat and power plant and 300 sqm of photovoltaic panels at roof level.
10.4 Both the GLA and the Council are broadly supportive of this overall sustainability strategy and as such it is considered that the application is in accordance with both London Plan and Council policy.

11 Traffic and Parking

11.1 Northern Line Extension and Location of Proposed Station at Nine Elms
Policy 6.2 of the London Plan seeks to “provide public transport capacity and safeguard land for transport”. In addition the GLA’s adopted OAPF identifies the need for an intermediate station between Kennington and Battersea located at Nine Elms. There is additional policy support for the regeneration of this area and the need for transport infrastructure and accessibility improvements set out in the Council’s Core strategy Policy PN2 and the draft Vauxhall SPD.

11.2 Whilst TfL has and continues to engage with the NLE process the timescale for the delivery of the NLE and the second station at Nine Elms is dependant upon a number of factors. Firstly, identifying a suitable funding approach and secondly gaining the necessary Transport and Works Act Order approvals. This is primarily why the applicant has submitted the application as a “hybrid” with the area of land within the site identified as a potential location for the station being in outline. The proposals as submitted would not therefore prejudice the delivery of the underground station.

11.3 At the time of writing, it is understood that the new underground station will in all probability occupy the location identified in the application proposals. Discussions with TfL, London Underground, and the Council remain on-going to finalise the exact location of the station concourse, tunnels and overall specifications of the new station. It is again important to stress that the scheme has been so designed as not to compromise the provision of the intended underground station.

11.4 A proposed development of this size and scale raises significant impacts for the area and these are set out below.

11.5 Firstly, it terms of the context of the site locally and the role it plays, it currently serves as a “bridge” between the residential areas on Wandsworth Road and light industrial areas within Nine Elms with its current commercial activities considered appropriate to the character of the location. The proposal to introduce a high density residential development element will alter both the character and also the function of the site with future residents requiring an attractive and safe environment to live in. The link between the site and Vauxhall Cross and adjoining areas is key to the success of the scheme and currently there is a lack of connection in all senses with Wandsworth Road providing a poor quality, unattractive and un-user friendly streetscape with the recorded level of pedestrian accidents also a concern. Pascal Street will also experience a significant change in use as a result of these proposals with a decrease in vehicular traffic being countered by a significant increase in footfall and to accommodate this change improvements to footways and general streetscape are required. Wyvil Road will provide the most direct link from the site to the nearest significant piece of public open space, Vauxhall Park, which will be heavily relied upon by the residents of the development for leisure and
recreation and as such the quality and safety of this route is critical to the scheme.

In order to resolve the issues noted above and provide a public realm of the appropriate quality to serve a development of this size and profile it is suggested that financial contributions are made towards a comprehensive public realm improvement scheme on Wandsworth Road, Pascal Street and Wyvil Road to include but not restricted to the upgrade of footways and kerbing, upgrades to lighting, improved drainage, replacement of street furniture, improved cycle provision, tree planting and soft landscaping, installation of traffic islands and other traffic calming measures, carriageway resurfacing, improved pedestrian crossing provision, improvements to tunnels and bridges, alterations to on-street parking bays and waiting and loading restrictions, installation of CCTV cameras and associated infrastructure and the installation of improved signage and wayfinding. Such works would be undertaken through a S278 Agreement secured through a S106 Agreement.

11.6 Accessibility & Density
The site is located within an area of excellent public transport accessibility with a PTAL score of 6a which is the second highest possible on a scale of 1 to 6b. This PTAL score reflects the site’s proximity to high frequency bus routes on Wandsworth Road and Nine Elms Lane. Vauxhall Cross interchange is also located within an 8 minute walk to the north of the site and provides high frequency Victoria Line Underground Services, mainline rail services (South Western Trains) from Vauxhall Station and interchange for many more bus routes. As a result, the site is within an area where high density residential development is encouraged. Current peak time capacity constraints are acknowledged as an issue however with congestion at the ticket-line and overcrowding on the platforms commonplace.

11.7 Proposed Vehicle Access
The main change in terms of vehicle access and exit would be that both entry and exit for the retail car park would be combined and located on Wandsworth Road with one lane provided for entry and two for exit and all movements would be permitted. This would require alterations to the road layout and to signal timings and the applicant would have to meet all associated costs. As the residential car parking is segregated from the retail parking a dedicated entry and exit is proposed on Pascal Street in roughly the same location as the existing car park exit. The access adjacent to the viaduct would be retained in its existing location and would not be amended as part of these proposals but it is understood that it would be retained and upgraded as part of the NCGM redevelopment scheme.

11.8 Proposed Pedestrian Access and Internal Movement
The proposed scheme would see numerous pedestrian accesses in to the various buildings throughout the site and it is not possible to list them all here but entry to the retail store would be from Wandsworth Road via two entrances in to a large ground floor atrium with escalators, lifts and stairs providing access up to the retail area on the first floor.

11.9 Highway Alterations
To accommodate the relocated car park access the existing signalised junction on Wandsworth Road with Wyvil Road would be shifted slightly closer to the access itself but would continue to operate in largely the same manner.

Given the reduction in traffic predicted in Pascal Street by removing the retail car park exit from this location it is proposed to remove the signalised junction at this location in favour of an all movements priority junction. This complies with London Plan policy 6.11 but would mean that the existing formal pedestrian crossing provision would be lost and therefore the applicant is proposing the installation of a new Pelican crossing across Wandsworth Road 40m to the north of Pascal Street and it also appears from the submitted plans that an informal crossing would be provided across Wandsworth Road to the south of Pascal Street at the same location as the existing traffic signals. This would mean that from next nearest formal crossing southwards on Wandsworth Road (near to Thorncroft Street) to the proposed new Pelican crossing there would be a gap of 200m with two informal crossings in between and this is considered to be an appropriate provision. Any changes to the highway would be subject to further discussion and a S278 Agreement.

11.10 Trip Generation
For the residential element of the scheme, the total number of two-way trips across all modes during the AM peak is estimated at 535 movements, with 522 movements expected during the PM peak. Given the limited parking provision for the residential units (151 spaces for 671 units) and proposed permit-free nature of all units, total vehicle trips are estimated at circa 60 during both the AM peak and PM peak. The residential trip generation figures are accepted.

11.11 The site already contains a large superstore that generates a significant number of trips to and from the site during trading hours. The applicant undertook on-site traffic surveys to measure the existing number of trips and this found that car and walking are currently the most used modes. The enlargement of the superstore will clearly generate an increase in the number of retail related trips to the site but the applicant suggests that experience from previous major store expansions indicates that a 77% increase in trading area will not generate a commensurate 77% increase in customers. It is estimated that the proposed increase in floorspace would result in a 22% increase in trips across all modes, although this level of increase would not be seen in car trips due to the fact the car park is remaining the same size as existing with walking, bus and cycle trips likely to see the biggest increases. Whilst it is accepted that the proposed increase in floor area would not lead to a 77% increase in trips to the site the robustness of using 22% as an uplift factor is queried as very few if any of the sample sites used to calculate this would have had 671 new dwellings built on top of them with a further 16,000 new dwellings being built within 1km of the site. It is not possible to accurately predict what the likely increase in trips to the superstore would be given the uncertainty over what and when future developments may come forward within the OAPF but for the purposes of this assessment the suggested increase in trip rates contained in the TA are used as a minimum. In addition to the large superstore a further 892m² of retail space is proposed split between small retail units likely to be used as cafes, newsagents, dry cleaners etc and using sites contained within Travl the trip generation of these sites has been estimated and the trip rates are accepted.
11.12 It is anticipated that this would operate predominantly as an complementary function to the superstore with children learning whilst their parents shop and as such the number of trips generated by it would be low. Its location with the superstore itself rather than in a separate building within the site also means that any future change to a more traditional nursery which would generate a higher number of trips is very unlikely.

11.13 A 1860m² provision of B1 floorspace is proposed; however no dedicated car parking for this use is proposed. It is anticipated that there would be 37 trips in the AM peak and 22 in the PM peak. These figures are accepted and this level of activity would not have any impact on the operation of the highway.

11.14 By collating the trip generation of all the separate land uses the overall impact of the development can be assessed and the TA contains details on the increase in each specific transport mode but in broad terms the development is likely to generate an additional 754 trips in the AM peak, 892 in the PM peak, 784 in the Saturday peak (12:15 – 13:15) and 832 in the Sunday peak (13:15 – 14:15). The potential impacts of these increases are discussed in more detail below.

11.15 Traffic Impact
The site’s close proximity to Vauxhall Gyratory means that any increase in traffic generated by the development would be likely to impact upon it and TfL have confirmed that as the gyratory is already running at capacity any additional traffic using it is likely to have a detrimental impact on its operation. The applicant has taken the predicted additional vehicles and in conjunction with the data from the traffic surveys has modelled the major junctions immediately surrounding the site, namely Wandsworth Road and Wyvil Road and Wandsworth Road and Pascal Street, to assess their operation following the development and the proposed physical changes to the highway. This concludes that there would be no significant negative impact on the operation of these junctions. The applicant has previously agreed with TfL that an assessment of the potential impact on the Vauxhall gyratory was not required as there is a separate piece of work being undertaken jointly between TfL and Lambeth to investigate potential major alterations to the gyratory as a whole and the trip generation figures from this development have been included in this work.

11.16 Car Parking - On-site parking
There are currently 363 surface level car parking spaces on-site all of which are available for use free of charge to customers of the superstore or the petrol filling station. The applicant is proposing to maintain this level of parking for the proposed retail elements within a covered ground floor car park (224) and a newly constructed basement car park (139). London Plan policy promotes a restrained level of parking provision in areas of high public transport accessibility and it is considered that by maintaining the current number of spaces whilst significantly increasing the floor area of the superstore this policy is adhered to. Strictly enforced maximum stays (potentially two hours) used to prevent long stay or commuter parking should be imposed. A Car Parking Management Strategy (CPMS) should be conditioned to establish the operation of the car park.
A further 151 car parking spaces are proposed within a separate basement car park for use by residents of the new dwellings and the access and exit for these would be from Pascal Street. A very restrained level of car parking provision is being sought across the VNEB OAPF and is seen as an essential element in achieving a successful redevelopment of this area and with a ratio of 0.2 spaces per dwelling this is achieved by the applicant.

London Plan policies in respect of disabled parking provision (10%) and electric vehicle charging points (20% active / 20% passive for residential and a further 10% active / 10% passive for the retail) should be met and detailed on the CPMS.

There is a large void area shown within the basement car park and further details on how this would be segregated from the rest of the car park to prevent informal car parking are required. A condition is therefore required to clarify this.

11.17 Impact on parking stress
The scheme is situated within the ‘Stockwell S’ Controlled Parking Zone (CPZ). There are double yellow line waiting and loading restrictions on Wandsworth Road and the majority of Pascal Street with a short length of shared use parking bays at its western end available for CPZ permit holders and short term Pay & Display use.

The scheme will generate minimal additional parking demand on the surrounding highway network as it will be Permit Free, secured by s106 agreement meaning that no future occupiers, other than Blue Badge holders, would be eligible for parking permits.

11.18 Car Club
The provision of dedicated Car Club bays within the site is considered essential and the applicant has already been in discussion with a car club operator about providing this. As a minimum a provision of 4 on-site bays should be provided upon occupation with a discounted membership package provided for residents and secured through a S106. Further car club bays are required on-street in the vicinity of the site, particularly on Pascal Street, to offer benefit to those users of the site without access to the basement car park and funding would also be secured for this through the S106 agreement.

11.19 Servicing
A large service yard is proposed to the rear of the site at first floor level that will accommodate all deliveries and collections associated with the Sainsbury’s superstore including refuse collection. Access to this is via New Covent Garden Market (NCGM) and the applicant has indicated that an agreement is in place that secures this right of access in perpetuity. This access must be secured via the s106 Agreement as without this on-street servicing on Pascal Street or Wandsworth Road would be the only option for the entire development which would not be acceptable.

11.20 The other uses on the site would be serviced from an additional smaller service yard within the site adjacent to Block K again accessed from NCGM.
on-street loading bays on Pascal Street and Wandsworth Road are proposed. Whilst the proposed on-site provision is acceptable concern is raised over the practicality of the loading bays on Pascal Street given that it is currently a no-through road meaning. This would therefore necessitate all vehicles having to turn around to exit back on to Wandsworth Road via Bramley Crescent, which is private. This is not considered to be acceptable. As such it is requested that this element is removed and all servicing is undertaken from the central service yard within the site. The proposed loading bay on Wandsworth Road close to the viaduct may be acceptable in principal but will have to be considered further as part of the wider public realm scheme outlined above.

11.21 **Cycle Parking**  
Various areas of cycle parking are shown within the basement car park. Further details should be secured by condition. London Plan standards on the quantity of residential cycle storage would be met.

11.22 A number of cycle stands for the store are proposed on the ground floor within the site and again further details on the quantity and specification of these would be provided by condition.

11.23 TfL have requested that an area of the site is safeguarded to accommodate a docking station and that the applicant meets the cost of installation. Lambeth supports this request and an appropriate condition and obligation in the S106 could be used to achieve this.

11.24 **Travel Plan**  
Preparation and implementation of a comprehensive travel plan or plans for the scheme is required, and any travel plan should be prepared in accordance with TfL’s latest travel plan guidance or subsequent amendment: ‘Travel Planning for New Development in London’ (March 2011)

A stand alone Travel Plan has been submitted for the Sainsbury’s. The continued development of this should be secured through the S106 agreement.

11.25 In transport and highways terms, the scheme is broadly supported by the GLA, TfL and the Council and that the impacts created by the development, both at a strategic and local level, would be adequately mitigated through the imposition of s106 obligations, s278 measures and planning conditions. On this basis, the application is supported on transport planning grounds.

12 **Refuse and Recycling Considerations**

12.1 An assessment of the future waste management requirements has been carried out by the applicant. This includes an estimation of waste generation and the implications this would have for the Council. The completed and operational development would generate a range of waste types. Storage space would be provided for both general and recyclable waste at the ground floor levels for the commercial and residential uses separately. The scheme incorporates recycling storage in suitable locations to facilitate recycling in accordance with the National Waste Strategy and the GLA’s SPD on Sustainable Design and Construction. Whilst the Council’s Streetcare department has not responded,
the GLA raise no objection to the range and extent of waste storage and collection. It is considered therefore that Members in reaching their resolution may be satisfied that these provisions are in accordance with the Council’ guidelines and Policy S8 of the Core Strategy.

12.2 If planning permission is granted it is recommended that a condition be imposed to provide a waste management plan to ensure that adequate provision is made for the management of waste litter and refuse of the premises, in the interests of the residential amenities of the area.

13 Other Matters

13.1 Crime
The application submissions set out that the design recognises the principles of 'Secured by Design' through the provision of well defined routes, spaces and entrances and the provision of a variety of uses and activity that provide passive and active surveillance.

13.2 Outside of the site, s106 monies could be used to improve lighting and potentially provide CCTV coverage.

13.3 Such commitments to the provision of a safe and secure development and to reducing opportunities for crime could be secured by way of the recommended planning conditions and s106 obligations. In this regard the development therefore need not fail against Policy 32 of the UDP and Policy S9 of the Core Strategy.

13.4 Environmental Matters
The applicant has submitted a comprehensive Environmental Statement (ES) which seeks to ensure that all the likely significant effects of the proposal are fully understood and taken into account in evaluation the proposal. The approach adopted in the EIA process has been subject to pre-application discussions with the GLA, TfL as well as the Council and has been submitted in accordance with the EIA Regulations and published guidance. The ES includes a number of technical areas including wind and microclimate, air quality, land contamination, archaeology and drainage (this list is not exhaustive).

13.5 The ES identifies that mitigation measures have been designed into the scheme or where appropriate may be adequately controlled through conditions and legislative requirements. The ES reveals that there would be moderate negative environmental effects during the demolition and construction phases however as stated above these would be temporary and would be mitigated against and managed via a site specific construction environmental management plan. All other environmental effect have been assessed as being “minor negative” at worst whereas several areas such as the socio economic and townscape/heritage effects have been assessed as having “moderate positive” effects or better.

13.6 It is considered therefore that the environmental effects of the scheme are
S106, CIL, Impact Upon Local Infrastructure, and Benefits for the Wider Community

The Community Infrastructure Levy Regulations 2010 explicitly set out that planning permission should only be granted subject to completion of a planning obligation where the obligation meets all of the following tests. A planning obligation should be: (i) necessary to make the development acceptable in planning terms; (ii) directly related to the development; and (iii) fairly and reasonably related in scale and kind to the development.

Policy S10 of the Core Strategy sets out the circumstances in which planning obligations will be expected from developers. In particular it sets out that planning obligations will be sought to mitigate the direct impact of development, secure its implementation, control phasing where necessary, and to secure and contribute to the delivery of infrastructure made necessary by the development - subject to the particular circumstances of the development in question and the nature and extent of impact and needs created.

With specific regard to Vauxhall, Policy PN2 of the Core Strategy sets out that the council will ensure that development is linked with the wider area and that it secures benefits for the wider community through contributions to necessary social and physical infrastructure needs arising from development in particular for public transport, education and other community facilities and securing employment and training opportunities to address issues of worklessness in the borough and the setting up of a local project bank in order to mitigate the impacts of development.

The Council’s adopted SPD on planning obligations sets out the general circumstances across the borough where monies towards community infrastructure would be expected and a framework for calculating amounts that would likely be sought.

More recently, the GLA published the VNEB Development Infrastructure Funding Study (DIFS) (October 2010) which investigates the infrastructure required to support the delivery of the expected development within the OAPF. The DIFS proposes a tariff based system for the collection and pooling of monies towards the various infrastructure requirements.

At Cabinet in January 2012, the Council resolved to adopt the DIFS tariff for the purposes of negotiating Section 106 contributions within the Vauxhall area of the VNEB OA. This translated the various identified costs of infrastructure (Northern Line Extension; other transport; education; health; open space; community and other facilities) into a planning tariff charge expressed in the form of contributions per square metre and per residential unit (£ per sq. metre) to be applied to residential; office; mixed use retail; retail and hotel and other floor space. Two sets of residential tariffs were proposed relating to higher values along the riverside (Zone A) and lower values inland (Zone B). The level of the tariff is based on modelling the overall envelop of financial viability for the various new land uses predicted in the VNEB OA, with for the case of residential
provision a variation, of what is viable in relation to the level of affordable housing. For Zone B, which is applicable to the Sainsbury scheme, this was modelled at £15,000 for 40% affordable provisions, and £20,000 for 15% affordable provision.

13.13 The application of the DIFS for the purposes of securing planning obligations towards the delivery of necessary infrastructure was formally ratified by the Mayor on the adoption of the VNEB OAPF in March 2012.

13.14 Using the DIFS tariff adopted by the council, the development would be expected to provide a contribution of up to £15,795,500 which the VNEB Strategy Board would then allocate to identified projects in the VNEB area. This is based on the net floorspace increase for retail and B1 office provision within the scheme, and a charge on residential units based on the application of a sliding scale of a tariff charge, based on the provision of affordable housing at 20% requiring a £19,000 contribution per residential unit.

On 1\textsuperscript{st} April 2012, the Mayor’s Community Infrastructure Levy (CIL) came into effect across London to secure funding for Crossrail. The application development would be subject to a CIL charge, based on £35 per sq m on all new net floorspace based on Gross Internal Area. This floorspace figure applies to the retail, B1 office, residential, basement, and plant areas. At the time of writing further information and clarification is awaited from Sainsbury’s on these floorspace figures.

In the context of the overall level of viability of charges on development being set by the VNEB Tariff, and the London Mayor’s CIL having priority as adopted CIL, the VNEB DIFS tariff is required to be adjusted to accommodate the application of the London Mayor’s CIL. This means that the actual VNEB Tariff will be adjusted to a lower figure.

The application is being recommended for approval on the basis of the following package of s.106 planning obligations, which are considered to satisfy the s106 tests set out in the Community Infrastructure Levy Regulations.

13.15 \textbf{S106 Heads of Terms}

In line with identified VNEB Tariff requirement an overall tariff charge of up to £15,795,500 will form a baseline financial contribution, which will be subject to adjustment when the likely London Mayors CIL is clarified and provided for...

Additional S 106 contributions will be sought for items included within the adopted S 106 planning applications SPD, which have not been addressed in the VNEB Development Infrastructure Study:

General Employment & Training £188,875

Local training in Construction £75,000

Furthermore, in relation to direct site mitigation in terms of public realm and
transport the following requirements will be met as planning obligations

- Permit Free for all dwellings
- Car Club membership and spaces
- Travel Plan
- TfL Cycle Hire
- Public realm improvements on Pascal St, Wandsworth Rd and Wyvil Rd. The applicant would undertake these works through a S278 but the cost still need to be identified in the S106
- With the Sky Gardens consent a payment of £200k or £250k was earmarked for improvements to the viaduct adjacent to this site. If this scheme were to go ahead before the Sky Gardens scheme (which seems likely) then we would need this amount to be paid by Sainsbury’s instead.
- The provision of a Police related presence within the development
- A clause to secure a contract with CGMA that the proposed access/servicing arrangements will remain in place

14 Conclusion

14.1 In conclusion, the site lies with the GLA’s VNEB OA and also the Council’s South East Regeneration Arc and identified in its draft Vauxhall SPD. The site is identifies as being suitable for tall buildings which would form part of the emerging cluster at Vauxhall. The application meets these tests and is therefore acceptable in principle.

14.2 However, any tall building scheme has to demonstrate that it would not in detrimentally impact on the World Heritage Site and wider heritage assets. The applicant has submitted a robust townscape and heritage appraisal to confirm this to be case and these conclusions are broadly supported by the GLA and the Council.

14.3 The detailed design approach for the blocks has attracted some concern from CABE and LB Wandsworth, which the applicant has rebutted and subject to conditions regarding detailed design and materiality, it is considered that the Council may be satisfied that the scheme would be of high quality and one which would positively contribute to the regeneration of the VNEB OA.

14.4 The relocation of the store to the Wandsworth Road is supported and its detailed design is considered to greatly assist in activating this stretch of the road.

14.5 The creation of a significantly larger store has raised concern. However it has consistently been acknowledged that that this application proposes the
redevelopment of an existing store; it is not therefore a speculative
development. The Council’s Policy team has assessed the submitted Retail
Planning Statement and accept its conclusions that it would not have any
adverse impact on adjacent town centres.

14.6 The quantum of residential accommodation both in terms of mix and tenure is
considered to be acceptable, as is the 20% level of affordable housing to 20%
on site provision given the viability of the scheme.

14.7 The quality of the residential accommodation, the quantum, location and quality
of the amenity and play spaces proposed is also considered acceptable.

14.8 It is considered that the impact on the amenity of existing and future residents
would be safeguarded either by detailed design or condition. The site specific
transport and highways considerations are considered to be either acceptable
through considered design or conditions / s106 obligations.

14.9 The exact location of the NLE station has evolved since the submission of the
application and the location shown on the submitted drawings now appears that
which will be chosen. Should the NLE project not take place for whatever
reason, the use of the floorspace for Class A uses is equally acceptable in
landuse terms.

14.10 Subject to the imposition of the recommended condition and a s106 Agreement,
together with the DIFS and Mayoral CIL requirements it is considered that the
application may be recommended for approval.

15 Recommendation

15.1 Grant conditional planning permission subject to a s106 Agreement

16 Summary of the Reasons

16.1 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:

16.2 Core Strategy Policies S1,S2, S3, S4, S5, S6, S7,S8, S9, S10 and PN2;
Saved UDP Policies 7,9,14, 19, 21, 23, 26, 29, 30, 31, 32, 33, 35, 37, 38, 39,
40, 41, 43, 47, 50, 84,
RECOMMENDED CONDITIONS

**Standard Conditions**

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

   **Reason:** Given the nature of the development, a period in excess of the default 3 year period set out at Section 91(1) (a) of the Town and Country Planning Act 1990 and Section 51 of the Planning and Compulsory Purchase Act 2004 is considered reasonable.

2. Details of the appearance, landscaping and access of the 105sqm of flexible A1, A2, A3, A4, D1 floorspace and 66 dwellings within blocks A and B and of the 1,736 sqm of flexible floorspace for use in association with the proposed Nine Elms Northern Line station or for A1, A2, A3, A4, D1 use (hereinafter called "the reserved matters") shall be submitted to and approved in writing by the local planning authority before any development on the relevant phases of the development and the development shall be carried out as approved.

   **Reason:** To accord with the provisions of the Town and Country Planning (General Development Procedure) 1995 as amended and to enable the Local Planning Authority to retain adequate control over the proposed development.

3. Application(s) for approval of all the matters referred to in the preceding condition must be made not later than the expiration of five years from the date of this decision notice.

   **Reason:** The scale of development and the intended phasing implementation justifies a period of longer than the normal three year period set out in Section 92 (2) of the Town and Country Planning Act 1990 (as amended by Section 51 of the Planning and Compulsory Purchase Act 2004).

4. The development hereby permitted shall be carried out in accordance with the approved plans listed in this decision notice; other than where those details are altered pursuant to the requirements of the conditions of this planning permission.

   **Reason:** To ensure that the development is implemented in accordance with the planning permission approved.

**Pre-commencement Conditions**

5. Before any development commences, full details of the proposed demolition and construction methodology, in the form of a Method of Construction Statement, shall be submitted to and approved in writing by the Local Planning Authority. The Method of Construction Statement shall include details regarding: the notification of neighbours with regard to specific works; advance notification of road closures; details regarding parking, deliveries, and storage; details regarding dust mitigation; details of measures to prevent the deposit of mud and debris on the public highway; and other measures to mitigate the impact of
construction upon the amenity of the area and the function and safety of the highway network. 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 or otherwise during the construction period in accordance with the approved details. The details of the approved Method of Construction Statement must be implemented and complied with for the duration of the demolition and construction process.

Reason: To ensure minimal nuisance or disturbance is caused to the detriment of the amenities of adjoining occupiers and of the area generally, and to avoid unnecessary hazard and obstruction to the public highway (Policies 7 and 9 of the Unitary Development Plan and Lambeth Core Strategy Policies S2 and S4).

6. No development shall take place until the developer 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 in writing by the Local Planning Authority. The archaeological works shall be carried out by a suitably qualified investigating body acceptable to the Local Planning Authority.

Reason: To allow adequate archaeological investigation before any archaeological remains may be affected by the development (Policy S9 of Lambeth’s Core Strategy).

7. No impact piling or any other foundation designs using penetrative methods shall take place until a piling/foundation method statement (detailing the type of piling/foundations to be undertaken and the methodology by which such piling/foundations will be carried out, including measures to prevent and minimise the potential for harm/damage to ground water, subsurface water or sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority. Any piling must be undertaken in accordance with the terms of the approved piling method statement.

Reason: The proposed works will be in close proximity to underground water and sewerage utility infrastructure and piling has the potential to impact upon local underground water and sewerage utility infrastructure (Policies S6 and PN2 of Lambeth’s Core Strategy).

8. No development shall commence on site until such time as impact studies pertaining to the existing water supply infrastructure have been submitted to and approved in writing by the Local Planning Authority. The studies should determine the magnitude of any new additional capacity required in the system and a suitable connection point. The development shall be implemented in accordance with the approved details.

Reason: To ensure that the water supply infrastructure has sufficient capacity to cope with additional demand generated by the development (Policies S2 and PN2 of Lambeth’s Core Strategy).

9. Development shall not commence until a drainage strategy, detailing any on
and/or off site drainage works, has been submitted to and approved by the local planning authority. The development shall thereafter be constructed in accordance with the approved details.

**Reason:** To ensure that sufficient capacity is made available to cope with the new development; and in order to avoid adverse environmental impact upon the community (Policy S6 of Lambeth’s Core Strategy).

10. No development works above ground shall commence before an Evacuation Plan for safe access from the basement levels of the development to an upper level and a detailed flood warning system is supplied to and approved in writing by the Local Planning Authority. The development shall be operated in accordance with the plan thereafter.

**Reason:** To reduce the risk to people using the basement levels in case of flooding due to breach or overtopping of the Thames tidal flood defences (Policy S6 of Lambeth’s Core Strategy).

11. The development hereby permitted shall not be commenced until such time as a scheme to improve the existing surface water disposal system has been submitted to, and approved in writing by, the local planning authority. The scheme as is approved shall thereafter be fully implemented and subsequently maintained, in accordance with the timing / phasing arrangements embodied within the scheme.

**Reason:** To prevent flooding by ensuring the satisfactory storage of/disposal of surface water from the site.

**Design**

12. Notwithstanding the details shown on the approved plans, prior to the commencement of relevant building works above ground a full design specification of the shopfronts and of all ground floor facades shall be submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be constructed in accordance with the details approved.

**Reason:** To ensure an adequate quality of detailed design so as to safeguard and enhance the visual amenities of the locality (Policies 33, 37, 40 and 43 of Lambeth’s Unitary Development Plan and Policies S9 and PN2 of Lambeth’s Core Strategy).

13. Notwithstanding the approved drawings and prior to the commencement of any building works above ground, samples and a schedule of all materials to be used in the external elevations of the development hereby approved shall be submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried out solely in accordance with the approved details.

**Reason:** To ensure an adequate quality of detailed design so as to safeguard and enhance the visual amenities of the locality (Policies 33, 37, 41, 43, 45 and 47 of Lambeth’s Unitary Development Plan and Policies S2, S9 and PN2 of Lambeth’s Core Strategy).
14. Full details of the items listed below, including sample panels, shall be submitted to and approved in writing by the local planning authority prior to the commencement of development above ground:

a. The façade of the buildings, including details of all units, reveal depth, glass, mullion, transom and their supporting structure, opening windows (or equivalent) and the integration of the façade cleaning rails;

b. Lighting strategy;

c. Full ground and first floor detailed elevations of the towers and retail unit including, details of entrance doors, canopies, fire escapes, service doors, stair cores, lift cores, toilets;

d. Public Artwork;

e. Service bay doors;

f. All residential terraces;

g. The roof of the buildings (including details of the lighting strategy); and

h. The basement ventilation strategy, and integration in the landscape strategy;

The development shall be constructed and maintained thereafter in accordance with the approved details.

Reason: To ensure an adequate quality of detailed design so as to safeguard and enhance the visual amenities of the locality (Policies 33, 37, 41, 43, 45 and 47 of Lambeth’s Unitary Development Plan and Policies S2, S9 and PN2 of Lambeth’s Core Strategy).

15. Notwithstanding the approval, no development works above ground shall commence upon site until full details of the internal layout of each residential unit, details of room and unit sizes and details of tenure type have been submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried out in accordance with the approved details.

Reason: To ensure a satisfactory standard of residential accommodation and the provision of appropriate levels of affordable housing (Policy 33 of Lambeth’s Unitary Development Plan and Policy S2 of Lambeth’s Core Strategy).

16. No development works above ground shall commence until a Landscape and Public Realm Strategy for all external public realm areas within the site has been submitted to and approved in writing by the Local Planning Authority. The Strategy should include the following elements:

a) details of how the form and layout of the public realm will facilitate the predicted movement patterns through the development;

b) measures that demonstrate that pedestrians will be deterred from traversing the surrounding highways other than at designated laid out crossing points;

c) measures that enhance the ecological value of the site;

d) a time table for the implementation of the various elements of the provisions/strategy; and

e) a robust management strategy for continued and ongoing maintenance of the space for the lifetime of the permitted development.
The public realm shall thereafter be provided and retained/maintained in accordance with the approved Strategy for the duration of the permitted development.

Reason: To ensure that the proposed landscaping and public realm areas are of a high quality and for consistent treatment of the public realm (Policies 33 and 39 of Lambeth’s Unitary Development Plan and Policies S9 and PN2 of Lambeth’s Core strategy).

17. Pursuant to the requirements of Condition 14, detailed drawings and a schedule of hard and soft landscaping and associated fixtures and fittings shall be submitted to and approved by the local planning authority prior to the commencement of the relevant works for the following elements:
   a) layout and detailed design of the hard landscaping of the public realm;
   b) schedule and samples of all materials to be used in the hard landscaping of the public realm;
   c) layout and detailed design of the soft landscaping areas of the public realm;
   d) planting specifications (to include details of species and maturity);
   e) detailed drawings and specifications of all street furniture; and
   f) detailed drawings and specifications of all signage within the area of public realm (inclusive of a way finding strategy).

Reason: To ensure that the proposed landscaping and public realm areas are of a high quality and for consistent treatment of the public realm (Policies 33 and 39 of Lambeth’s Unitary Development Plan and Policies S9 and PN2 of Lambeth’s Core strategy).

18. No residential occupation of the development shall commence until full details of the layout, landscaping (including planting specifications and a materials palette) and ongoing maintenance of the amenity spaces and children’s play areas have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details and retained thereafter for the duration of the development.

Reason: To ensure that the proposed amenity spaces and children’s play areas are of sufficiently high quality to benefit the residential occupants of the development and to lessen the impact of the development upon local amenity and play spaces that would otherwise occur (Policies 33 and 39 of Lambeth’s Unitary Development Plan and Policies S2, S9 and PN2 of Lambeth’s Core Strategy).

19. Prior to commencement of above ground building works, a crime prevention strategy shall be submitted to and approved in writing by the Local Planning Authority. The strategy shall demonstrate how the development meets 'Secured by Design' standards. The development shall thereafter be implemented out in accordance with the approved details.

Reason: To ensure that satisfactory attention is given to security and community safety (Policy 32 of Lambeth’s Unitary Development Plan and Policy S9 of Lambeth’s Core Strategy).
20. Prior to the commencement of above ground building works a Terrorism Protection Statement (setting out the measures that will be undertaken to limit the threats to the site from terrorism) shall be submitted to and approved in writing by the Local Planning Authority. The details as are approved shall thereafter be implemented/provided prior the commencement of use of the development and retained thereafter for the duration of the permitted use.

**Reason:** So as to minimise threat from terrorism (Policy 32 of Lambeth’s Unitary Development Plan and Policy S9 of Lambeth’s Core Strategy).

21. Prior to the commencement of building works above ground, full details of a lighting strategy, including details of the lighting of all external public areas shall be submitted to and approved in writing by the Local Planning Authority. The approved lighting shall be installed before the commencement of use and maintained thereafter for the duration of the development in accordance with the approved details.

**Reason:** To ensure that satisfactory attention is given to detailed design, to security and community safety and to providing acceptable living environments for future residents of the development (Policy 7, 32 and 33 of Lambeth’s Unitary Development Plan and Policies S2, S9 and PN2 of Lambeth’s Core Strategy).

22. No plumbing or pipes, other than rainwater pipes, shall be fixed to the external faces of buildings.

**Reason:** To ensure an appropriate standard of design (Policy 33 Lambeth’s Unitary Development Plan and Policy S9 and PN2 of Lambeth’s Core Strategy).

23. No development shall commence until a scheme of measures to mitigate the wind effects of the development has been submitted to and approved in writing by the local planning authority and the development shall be implemented in accordance with the approved scheme.

**Reason:** To ensure an acceptable micro climate within and around the development and in the interests of safety (Core Strategy Policy S9 and Unitary Development Plan Policy 39).

**Amenity**

24. Prior to commencement of building works above ground, full details of sound insulation for the residential units shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be carried out in accordance with the approved details.

**Reason:** To ensure that no nuisance or disturbance is caused to the detriment of the amenities of future occupiers (Policy S2 of Lambeth’s Core Strategy).

25. There shall be no amplified sound, speech or music used in connection with the commercial premises hereby approved which is audible above background noise levels when measured outside the nearest residential property.
Reason: To safeguard the amenities of future residential occupiers and the surrounding area (Policies 7 and 29 of Lambeth’s Unitary Development Plan and Policy S2 of Lambeth’s Core Strategy).

26. Prior to the commencement of building works above ground of the relevant part of the development, full details of internal and external plant equipment and trunking, including building services plant, ventilation and filtration equipment and commercial kitchen exhaust ducting / ventilation, shall be submitted to and approved in writing by the Local Planning Authority. All flues, ducting and other equipment shall be installed in accordance with the approved details prior to the use commencing on site and shall thereafter be maintained in accordance with the manufacturer’s instructions.

Reason: To ensure that no nuisance or disturbance is caused to the detriment of the amenities of future residential occupiers or of the area generally (Policy 7 and 29 of Lambeth’s Unitary Development Plan and Policy S2 and PN2 of Lambeth’s Core Strategy).

27. Noise from any mechanical equipment or building services plant shall not exceed the background noise level when measured outside the window of the nearest noise sensitive or residential premises, when measured as a L90 dB(A) 1 hour.

Reason: To protect the amenities of future residential occupiers and the surrounding area (Policies 7 and 29 of Lambeth’s Unitary Development Plan and Policy S2 of Lambeth’s Core strategy).

28. Prior to any above ground development works, details and full specifications of fume extraction equipment to be installed in all the commercial premises shall be submitted to and approved in writing by the local planning authority. The development shall be completed in accordance with the approved details and specification and thereafter maintained in accordance with manufacturer’s instructions.

Reason: To protect the amenities of future residential occupiers and the surrounding area (Policies 7 and 29 of Lambeth’s Unitary Development Plan and Policy S2 of Lambeth’s Core strategy).

29. The hours of opening of the ‘A Class’ Uses shall be submitted to and approved in writing by the local planning authority in advance of the commencement of use of the relevant commercial units. Thereafter the ‘A Class’ Uses shall not operate other than within the opening and closing hours agreed.

Reason: To protect the amenities of future residential occupiers and the surrounding area (Policies 7 and 29 of Lambeth’s Unitary Development Plan and Policy S2 of Lambeth’s Core strategy).

Residential Accommodation

Reason: To secure appropriate access for disabled people, in accordance with Policy S2 of Lambeth’s Core Strategy.

31. At least 10% of the residential flats hereby permitted shall be designed so that they are wheelchair accessible or easily adaptable for wheelchair users as set out in the Mayor of London, Best Practice Guidance – Wheelchair Accessible Housing 2007.

Reason: To secure appropriate access for disabled people, in accordance with Policy S2 of Lambeth’s Core Strategy.

**Sustainability**

32. The development shall be constructed to meet at least code level 4 for the Sustainable Homes and BREEAM ‘Very Good’ for all other elements of the scheme. Prior to the commencement of building works, a full BREEAM pre-assessment for all non-residential elements, and a Code for Sustainable Homes pre-assessment for the development shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the prescribed performance levels. No later than 6 months from the substantial completion of the development verification that the development has achieved the relevant targets shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure sustainable design and construction (Policy 35 of Lambeth’s Unitary Development Plan and Policies S7 and PN2 of Lambeth’s Core Strategy).

**Refuse**

33. Each use of the development hereby permitted shall only be operated in accordance with a Waste Management Plan for that specific use which prior to the commencement of that use has been submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that adequate provision is made for the storage of refuse and the provision of recycling facilities on the site and in the interests of the amenities of the area. (Policies 9 and 33 of Lambeth’s Unitary Development Plan and Policies S8 and S9 of Lambeth’s Core Strategy).

**Highways**

34. 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. (Policies 9 and 14 of Lambeth’s Unitary Development Plan and Policy S4 of Lambeth’s Core Strategy).
35. Within one month of the new access being brought into use all other existing access points not incorporated in the development hereby permitted shall be stopped up by raising the existing dropped kerb, removing the existing bellmouth, and reinstating the footway verge and highway boundary to the same line, level and detail as the adjoining footway verge and highway boundary and shall be retained thereafter for the duration of the development.

**Reason:** To limit the number of access points along the site boundary for the safety and convenience of the highway users (Policies 9 and 33 of Lambeth’s Unitary Development Plan and Policies S4 and S9 of Lambeth’s Core Strategy).

36. Notwithstanding the approved plans, no part of the development shall be occupied until details of the vehicular servicing arrangements/facilities have been submitted to and approved in writing by the Local Planning Authority. The approved arrangements/facilities shall be provided prior to the occupation of the development and shall not thereafter be used for any other purpose or obstructed in any way.

**Reason:** To enable vehicles to draw off and turn clear of the highway thereby avoiding the need to reverse onto the public highway (Policies 9 and 14 of Lambeth’s Unitary Development Plan and Policy S4 of Lambeth’s Core Strategy).

37. Details of the proposed access shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of development. No other part of the development shall be occupied until the new means of access has been sited, laid out and constructed in accordance with the approved details.

**Reason:** In order to minimise danger, obstruction and inconvenience to users of the highway and of the access. (Policies 9, 26 and 31 of Lambeth’s Unitary Development Plan and Policy S4 of Lambeth’s Core Strategy).

38. The scheme for parking, garaging, manoeuvring, and the loading and unloading of vehicles shown on the submitted plans shall be laid out in accordance with the approved details prior to the initial occupation of the development hereby permitted 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 9 and 14 of Lambeth’s Unitary Development Plan and Policy S4 of Lambeth’s Core Strategy).

39. A Delivery and Servicing Management Plan shall be submitted to and approved in writing by the Local Planning Authority prior to the use of the development commencing. The measures approved in the Plan shall be implemented prior to the relevant uses commencing and shall be so maintained for the duration of the relevant uses.

**Reason:** To ensure that the delivery arrangements to the building as a whole are appropriate and to limit the effects of the increase in travel movements (Policies
9 and 33 of Lambeth’s Unitary Development Plan and Policies S2 and S4 of Lambeth’s Core Strategy).

**Land Contamination**

40. Commencement of the development shall not occur until the following components of a scheme to deal with the risks associated with contamination of the site have been submitted to and approved in writing by the local planning authority:

1. A site investigation scheme, based on previous findings to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site;
2. The site investigation results and the detailed risk assessment (1);
3. An options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.
4. A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

The development shall thereafter be implemented in accordance with the details and measures approved.

**Reason:** To ensure appropriate consideration and remediation of risks associated with contamination of the site (Policies S6 and PN2 of Lambeth’s Core Strategy).

41. Prior to occupation of any part of the development, a verification report demonstrating completion of the works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to and approved in writing by the local planning authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include any plan (a “long-term monitoring and maintenance plan”) for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification plan, and for the reporting of this to the local planning authority.

**Reason:** Depending on the outcome of any ground investigation and subsequent risk assessment, it may be necessary for remediation to be carried out. If this is the case, it will be necessary to demonstrate that any work has been carried out effectively and the environmental risks have been satisfactorily managed (Policies S6 and PN2 of Lambeth’s Core Strategy).

42. 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.
Reason: Any visibly contaminated or odorous material encountered on the site during the development work, must be investigated (Policies S6 and PN2 of Lambeth's Core Strategy).