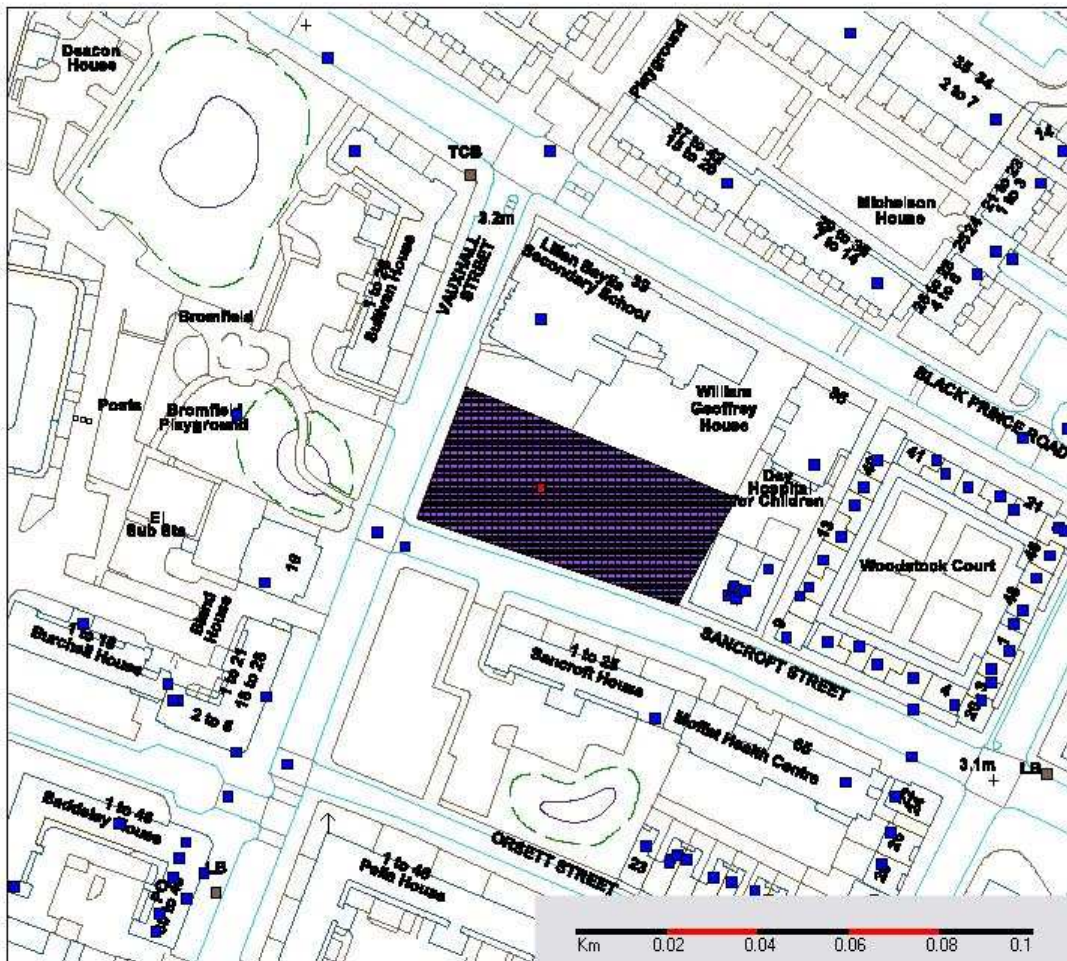


LAMBETH PLANNING APPLICATIONS COMMITTEE



Case Number :	12/01173/RG4
Application Address :	Land To The Rear Of 39 Black Prince Road Adjoining Sancroft Street And Vauxhall Street, London SE11



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Site address	Land To The Rear of 39 Black Prince Road Adjoining Sancroft Street And Vauxhall Street, London, SE11
Ward	Princes
Proposal	Construction of 75 new residential dwellings in a building extending to between 3 and 8 storeys in height together with landscaping, cycle parking and associated works.
Application type	Approval Under Regulation 4
Application ref(s)	12/01173/RG4
Validation date	23.03.2012
Case officer details	Name: Richard McFerran Tel: 020 7926 1205 Email: rmcferran@lambeth.gov.uk
Applicant	Bellway Homes (Thames Gateway)
Agent	Mr Simon Myles Savills 25 Finsbury Circus London EC2M 7EE
Considerations/constraints	Conservation Area Environment Agency Flood Zone Listed Building Protected Vistas
Approved plans	Planning Statement; Design and Access Statement; Daylight and Sunlight Report; Transport Statement; Heritage Statement; Townscape and Visual Assessment; Noise Assessment; Flood Risk Assessment; Sustainability Assessment; Energy Statement; Statement of Community Involvement; Archaeology Assessment; SZA-1109 PL 100; SZA-1109 PL 101A (received 21/05/12); SZA-1109 PL 110A; SZA-1109 PL 111B (received 03/05/12); SZA-1109 PL 112B (received 03/05/12); SZA-1109 PL 113B (received 03/05/12); SZA-1109 PL 114A; SZA-1109 PL 115B (received 21/05/12); SZA-1109 PL 116B (received 21/05/12); SZA-1109 PL 117C (received 21/05/12); SZA-1109 PL 118; SZA-1109 PL 120A; SZA-1109 PL 200A; SZA-1109 PL 201B (received 21/05/12); SZA-1109 PL 202; SZA-1109 PL210; SZA-1109 PL211; SZA-1109 PL212; SZA-1109 PL213A; SZA-1109 PL214; SZA-1109 PL220; SZA-1109 PL221; SZA-1109 PL222; SZA-1109 PL223; SZA-1109 PL231; SZA-1109 PL232; SZA-1109

PL233; SZA-1109 PL234; SZA-1109 PL235; SZA-1109 PL236; SZA-1109 PL237; SZA-1109 PL238; SZA-1109 PL 240 (received 03/05/12); AP/BHLAMBETH (received 14/05/12); JL180612(D&S).docx (received 18/06/12).

Recommendation(s)

That planning permission is granted subject to the satisfactory completion of a S106 agreement.

Report Review

Department(s) or Organisation(s)	Date consulted	Date response received	Comments summarised in para
Governance & Democracy (legal)	14.06.2012	15.06.2012	N/A

Consultation

Department(s) or Organisation(s)	Commented	Date response received	Comments summarised in report? (y/n)
Internal			
Highways & Transport	Y	03.05.2012	Y
Conservation and Design	Y	19.04.2012	Y
Planning Policy	Y	18.04.2012	Y
Streetcare	N		
Housing	Y	28.05.2012	Y
Crime Prevention	Y	01.05.2012	Y
Parks & Open Spaces	Y	01.05.2012	Y
Noise & Pollution	Y	27.05.2012	Y
External			
Kennington, Oval & Vauxhall Forum	N		
Association of Waterloo Groups	N		
Kennington Association	N		
The Vauxhall Society	N		
Waterloo Community Development Group	Y	16.04.2012	N
Kennington Cross Neighbourhood Association	N		
Heart of Kennington Residents Association	N		
Vauxhall Gardens Estates Residents and Tenants Association	N		
Transport for London	Y	17.05.2012	Y
Environment Agency	Y	18.05.2012	Y
Households	Y	Various	Y

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

1 Summary of Main Issues

1.1 The main issues involved in this application are:

- Acceptability of residential development in land use terms.
- Affordable housing provision.
- Impact on the amenity of future residential occupiers of the development.
- Impact on the amenity of neighbouring residential occupiers.
- Design and appearance of the proposed development.
- Impact on the setting of adjacent listed buildings.
- Impact on the character and appearance of the surrounding conservation areas.
- Impact on the transport and highway network.
- The satisfactory completion of a Section 106 agreement to support the application.

1.2 For the purposes of clarification it is noted that this application is an RG4 application where the Council are in the process of selling the land.

1.3 The Council owned plot was subdivided to form two development opportunities, one incorporating the Grade II Listed former Beaufoy Institute buildings and one incorporating the undeveloped parcel of land immediately to the rear. This application deals with the undeveloped plot to the rear, whilst application ref: 12/01101/RG4, which is on the agenda of this committee meeting, deals with the listed building plot. Whilst both of these applications should be viewed in the context of one another; it should be noted that they are not interlinked as part of a joint sale.

2 Site Description

2.1 The application site comprises an undeveloped rectangular plot of land covering an area of 0.2ha which is located immediately to the rear of the former Beaufoy Institute buildings at No. 39 Black Prince Road, Kennington. The site occupies a corner location and is bound by Sancroft Street to the south and Vauxhall Street to the west.

2.2 The eastern boundary of the site is formed by the existing buildings at No. 60 Sancroft Street and No. 35 Black Prince Road. The site is to be subdivided and as such the plot containing the former Beaufoy Institute buildings at No. 39 Black Prince Road will form the northern boundary. Application Ref: 12/01101/RG4 deals with the redevelopment of the former Beaufoy Institute buildings which are Grade II listed. This building has been empty since 2004 when the Lillian Baylis school moved to a new purpose built campus and other temporary uses of the site ceased. The application site is covered in hardstanding and was previously used as a playground and car park associated with its previous use as a school.

2.3 The site stands within the Kennington Conservation Area and adjoins the Vauxhall Gardens Estate Conservation Area. Sancroft House to the immediate

south of the site is currently not within a conservation area, however it is proposed for inclusion in the Kennington Conservation Area (Draft Conservation Area Statement, October 2009). The Kennington Conservation Area is generally characterised by smart terraced housing which developed from the late 18th Century onwards. However, near the application site the conservation area is characterised by a number of Grade II listed buildings and locally listed early-mid 20th Century apartment blocks by the Duchy of Cornwall. The Vauxhall Gardens Conservation Area, which adjoins the application site is characterised by blocks of inter-war social housing.

2.4 These two adjoining conservation areas are considered to share common positive characteristics in the locality of the application site. These characteristics include the following:

- Early – mid 20th Century residential development in apartment blocks.
- The predominant facing material is brickwork.
- Pitched roofs or parapet roofs.
- Building heights range from 2 – 5 storeys in formal compositions.
- Perimeter block development often with internal courtyards.
- Simple rectangular built forms, carefully massed with relatively understated street facing elevations.
- Fine detailing and refined aesthetics to street facing facades.
- Small front amenity forecourts enclosed with railings.

2.5 The surrounding area is broadly residential in nature. It comprises a mixture of traditional terraced houses and later blocks of flatted accommodation. The application site lies opposite a five-storey block of flats on Sancroft Street and a further five-storey block in Vauxhall Street. Immediately adjacent to the application site on Sancroft Street is a five storey building which includes a large pitched roof incorporating two rows of dormer windows.

2.6 The application site is well served by public transport and this is reflected in a PTAL rating of 6a. A number of local bus routes pass within close proximity to the site whilst the transport infrastructure at Vauxhall including bus, underground stations and national rail stations are a short walk away. None of the highways surrounding the application site forms part of the Transport for London (TFL) road network.

2.7 The site is located within Flood Zone 3a and is approximately 450m away from the south bank of the River Thames. The site has also been identified as a Major Development Opportunity (MDO 90) in the Saved UDP. The designation states that the former school building to the north should be retained for education uses and the remainder of the site can be redeveloped for alternative uses if not required for education and community uses.

2.8 The site lies outside the Vauxhall/Nine Elms/Battersea Opportunity Area the boundary of which is approximately 250m to the west.

3 Relevant Planning History

3.1 **98/02070/FUL** - Change of use of the Beaufoy Annexe to youth club and

community centre; erection of a porta-cabin, 4.3m high mesh boundary fencing, and 5no. 6m high floodlight masts; and formation of ball games area.

Application Permitted – 27.11.1998.

- 3.2 **12/01101/RG4** - Change of use to provide a community centre (Use Class D1) comprising ancillary residential facilities (24 private bedrooms, 1 dormitory) alongside 2 self contained flats (Use Class C3) involving a 3 storey rear extension and a ground, first and second floor extensions. Alterations to the existing fenestration with the removal of an external staircase, replacement of existing single glazed windows with crittal double glazed windows. Formation of a terrace to the rear elevation, with the installation of a ramp. Installation of solar panels and replacement of existing rooflights to the rear elevation. Internal alterations to include, removal and installation of new partition walls, creation of new staircases and corridors. Installation of new pedestrian and vehicular access gates with the provision of off street car parking, cycle storage refuse and recycling and associated landscaping. [AMENDED DESCRIPTION] **PENDING CONSIDERATION**

- 3.3 **12/01104/LB** - Change of use to provide a community centre (Use Class D1) comprising ancillary residential facilities (24 private bedrooms, 1 dormitory) alongside 2 self contained flats (Use Class C3) involving a 3 storey rear extension and a ground, first and second floor extensions. Alterations to the existing fenestration with the removal of an external staircase, replacement of existing single glazed windows with crittal double glazed windows. Formation of a terrace to the rear elevation, with the installation of a ramp. Installation of solar panels and replacement of existing rooflights to the rear elevation. Internal alterations to include, removal and installation of new partition walls, creation of new staircases and corridors. Installation of new pedestrian and vehicular access gates with the provision of off street car parking, cycle storage refuse and recycling and associated landscaping. [Town Planning and Listed Building Consent] [AMENDED DESCRIPTION] **PENDING CONSIDERATION**

4 Proposal

- 4.1 Planning permission is sought for the erection a building extending between 3 and 8 storeys in height containing 75 new residential units on the southern part of the site, including landscaping, cycle parking and associated works.
- 4.2 The proposed building would be laid out in a perimeter block layout which would have frontages to Vauxhall Street and Sancroft Street. It would be set around a communal landscaped garden area with the building ranging between three and eight storeys in height. The building would be set back between 1 and 1.5m from the back edge of the pavement and privacy and defensible space to the ground floor units would be obtained by a boundary wall and railings up to 1.1m in height.
- 4.3 The development would have three distinct blocks. Two blocks would front Vauxhall Street and Sancroft Street respectively and would be comprised of six storeys each. The elevations would comprise of four storeys of brick with a two storey roof section finished with powder coated metal panels that would be set

back from the frontage.

- 4.4 These two blocks would be linked by an eight storey corner element at the junction of Sancroft Street and Vauxhall Street. This corner element would comprise of six storeys of brick with a two storey penthouse which would be set back from the frontage. The penthouse section would be finished with a screen printed curtain wall. The building would step down to three storeys to the rear elevation.
- 4.5 Detail to the building would be added through the stepping up in height, the window openings, brick relief features, recessed balconies to the upper floors of the front elevation, projecting balconies to the upper floors of the rear elevation and the combination of materials.
- 4.6 The development proposes a total of 75 residential units, incorporating a total of 6 x studio units, 23 x 1-bed units, 30 x 2-bed units and 16 x 3-bed units. Affordable housing would be provided at a rate of 40% which equates to a total of 30 units or 41% of habitable rooms which equates to 85 habitable rooms. Within the affordable provision, there would be a 70% to 30% split in favour of rented accommodation. 21 units would therefore be available for affordable rent (including 9 family sized units), whilst 9 units would be made available for shared ownership.
- 4.7 The proposal includes private amenity space in the form of balconies, roof terraces and communal courtyard gardens. A total of 1133m² of private amenity space would be provided with a further 399m² in the form of a communal garden. This communal amenity space will include a dedicated play space of 130m² for toddlers.
- 4.8 The development is proposed to be car free. It is proposed that there would be restrictions on eligibility for residents car parking permits as well as a car club membership. Space for at least 91 cycle parking spaces is proposed as well as on site servicing and manoeuvring space and refuse collection facilities for the development.
- 4.9 The scheme is expected to reach Code for Sustainable Homes Level 3 for all dwellings.

5 Consultations and Responses

- 5.1 All properties at the following neighbouring addresses have been consulted (132 in total):
- Black Prince Road – St Thomas Hospital; Sullivan House (All Properties); Michelson House (All Properties).
 - Vauxhall Street – Bland House (All Properties); North Parade of Shops (18-28); South Parade of Shops (30 – 40).
 - Sancroft Street – Sancroft House (All Properties); 60 (All Properties).
 - Jonathan Street – North Parade of Shops (2 – 6); South Parade of Shops (No. 1).

- Newburn Street – Woodstock Court (All Properties).

5.2 A site notice was displayed in the vicinity of the site on 18th May 2012 and a press notice was published in the Lambeth Weekender on the same date.

5.3 It should be noted that a process of re-consultation was carried out with respect to this application on the basis of an amended address. Officers decided to make the address more specific to this site and to avoid confusion with the pending application for the listed building on the northern part of the site (12/01101/RG4).

Internal consultation

5.4 The Council's Highways and Transportation officer has stated that the impact of the development would not be harmful, subject to compliance with conditions and the completion of a Section 106 agreement.

5.5 The Council's Noise and Pollution officer has raised no objections.

5.6 The Council's Policy officer has confirmed that the Council has deemed the building and site surplus to educational requirements. The use of the land for non-educational uses is considered to be acceptable on the basis that the land is no longer required for educational use and that a community use would be secured within the adjoining school building.

5.7 The Council's Streetcare Team were consulted however they have provided no response.

5.8 The Council's Conservation Officer was involved in extensive pre-application discussions. They are in general support of the scheme on the basis that the massing and brickwork would result in a scheme which will generally be in harmony with its neighbours. Conditions have been requested for the external materials and construction detailing. Concerns were raised regarding the usability of the cycle storage; however the applicant has provided amended plans which have reduced the stores down to more manageable levels and help promote their frequent use.

5.9 The Council's Crime Prevention Officer has confirmed that the application would be acceptable subject to conditions.

5.10 The Council's Housing Officer has raised no objection subject to conditions and a Section 106 agreement.

5.11 The Council's Parks Officer has confirmed that the application would be acceptable subject to conditions.

External consultation

5.12 Transport for London have raised no objection to the application subject to a

condition requiring the submission of a Construction Management Plan.

- 5.13 The Environment Agency have raised no objection subject to condition.
- 5.14 Waterloo Community Development Group have provided a letter of no comment.
- 5.15 Thames Water have raised no objection.

No. of Letters sent	No. of Objections	No. in support	Comments
143	3	0	4

- 5.16 The Council has received three letters from the occupants of neighbouring properties in response to the consultation process. These include two objections and one letter which provided observations. These are summarised in the following table:

Objections:	Council's Response:
<p>The proposed development would have a detrimental impact upon the amenity of neighbouring residential properties with respect to overshadowing, a loss of sunlight/daylight and a loss of outlook.</p>	<p>Given that the application site is currently undeveloped, it is inevitable that there will be impacts upon levels of light to neighbouring properties.</p> <p>Reductions to levels of daylight to habitable rooms at Nos. 1-25 and No. 60 Sancroft Street would occur. However this is not considered to warrant the refusal of this application noting that the submitted sunlight and daylight assessment demonstrates that only 4 windows to Nos. 1 – 25 Sancroft Street would result in any noticeable reduction of daylight and that these reductions are not considered to be significant. Furthermore, the windows on the flank elevation of No. 60 Sancroft Street are secondary windows. The principle windows on the front elevation would remain unobstructed and Average Daylight Factor analysis demonstrates that the rooms would remain appropriately lit. The Annual Probable Sunlight Hours (APSH) test demonstrates that there would be no demonstrable impact upon the receipt of sunlight.</p> <p>The proximity of the windows on the flank elevation of No. 60 Sancroft Street to the proposed development also raises questions regarding loss of outlook and the creation of a sense of enclosure. Whilst there would be some impact on these windows, the fact that they are secondary windows to the rooms they serve ensures that this does not warrant the refusal of planning permission.</p>

	<p>As stated previously within the report the principle windows on the front and rear elevations of No. 60 Sancroft Street would remain unobstructed. The separation distance between the proposed development and other neighbouring properties ensures that there would be no impact on them with respect to loss of outlook or the creation of a sense of enclosure.</p>
<p>The design of the proposed development is not appropriate and would appear overly bulky and not of an appropriate scale thereby harming the character and appearance of the surrounding conservation area and the setting of nearby listed buildings.</p>	<p>The four storey brick elevations which front Vauxhall Street and Sancroft Street are considered to integrate well with the adjoining buildings. There would only be a minor step in height between Nos. 60 Sancroft Street, the proposed three storey extension to the Beaufoy Institute and the visually dominant four storey brick elevations. There would be a further two storey element above the four storey brick section. However the visual dominance of this would be substantially reduced due to its significant set back from the front and flank elevations.</p> <p>The corner block would consist of 6 storey brick elevations with an additional two storey rooftop penthouse. The corner element is considered to contribute significantly to the visual interest of the building and creates a focal point within the wider townscape at this junction. The spaciousness afforded by the open amenity areas on the opposite side of Sancroft Street and Vauxhall Street ensures that the height of this corner block does not appear overbearing. It is also noted that in keeping with the two storey rooftop section to the other blocks, the two storey penthouse would also be set back from the frontage thereby reducing the bulk of the building.</p> <p>The overall height, scale and massing of the proposed development are considered to be well considered and would not appear alien within the fabric of the surrounding built environment. The acceptability of the design also ensures that the works would not harm the character and appearance of the wider conservation area or the setting of any adjoining listed buildings.</p>
<p>The proposed development will bring more people to the area and resultantly more cars thereby leading to increased congestion.</p>	<p>The proposed development would be car free. The submitted transport survey has been assessed by the Council's Transport Planning Officer who has confirmed that there would not be a detrimental impact upon the surrounding highway infrastructure. The site benefits from excellent access to public transport and this is reflected in its PTAL rating of 6a. As such public transport is likely to be the preferred source of transport. In addition measures will be taken through conditions and the S106 agreement to mitigate against traffic</p>

	<p>congestion. These include a financial contribution for works to the public realm to encourage journeys by foot. Subsidised membership of a local car club will be provided, whilst the number of those allowed to apply for parking permits will be limited to the occupants of the two and three bed units only.</p>
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5.17 The Council also received a letter of objection from the Vauxhall Gardens Community Centre. The objection is summarised in the following table:

Objections:	Council's Response:
<p>The gardens that front onto Vauxhall Street and Sancroft Street should be set back further from the pavement in order to maintain symmetry, give a more human scale to the development and be in keeping with the wider conservation area.</p>	<p>Other than the 8 storey corner element, the rest of the building, which would form the predominant frontages along Sancroft Street and Vauxhall Street, would be set back from the pavement by between 1.5m and 2m.</p> <p>This set back is considered is considered to be in keeping with the established character of the Kennington Conservation Area noting that Woodstock Court and No. 60 Sancroft Street feature front garden areas of similar depth.</p> <p>With regards to Vauxhall Street it is considered that proposed set back would be consistent with the existing set back at the adjoining listed building and the proposed extension under application ref:12/01101/RG4. This would result in broadly consistent building line along this side of the street.</p> <p>Overall the proposed set back would allow the building to integrate successfully with the character and appearance of the surrounding conservation area and would create sufficient defensible space for the occupants of the ground floor units.</p>
<p>The Section 106 funding is not adequate and it is important that any funding is spent in the immediate area including a nearby playground between Sullivan House and Mountain House, re-landscaping of flowerbeds surrounding Sullivan House, re-landscaping of Sullivan House car park.</p>	<p>The provisional agreement of £579,209.00 is considered to be in keeping with the requirements of the Adopted Supplementary Planning Document (SPD) for Section 106 Planning Obligations.</p> <p>It has been agreed that the contributions for sport and leisure, parks and open spaces, public art and children's play space have been pooled into pot for 'Local Community Projects.' This amounts to a figure of £200,000.00.</p> <p>The projects to which this money will be allocated will be</p>

	<p>decided following the community engagement protocol set out within the SPD. As part of this protocol the planning division will notify the relevant Council service department(s) responsible for implementation; local community groups; and elected members (cabinet members and ward members).</p> <p>The relevant service departments will then consider options and consult with local groups and elected members on how this money will be spent. Vauxhall Gardens Community Centre will therefore have the opportunity to request where the money will be spent.</p>
<p>The larger family flats should be at affordable housing prices to give local families a chance to get on the property ladder.</p>	<p>The proposed development complies with Council requirements with respect to affordable housing noting that a total of 40% of the units would be affordable. Within this there would be a 70/30 split in favour of rented accommodation. Whilst only 1 family sized unit would be available under the shared ownership scheme, a total of 15 family sized units would be available under the affordable rent model.</p>

6 Planning Policy Considerations

National Guidance

- 6.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires planning decisions to be made in accordance with the development plan unless material considerations indicate otherwise. The development plan in Lambeth is the London Plan ('consolidated with Alterations since 2004' published in February 2008), the Lambeth Core Strategy (adopted 19 January 2011) and the remaining saved policies in the 'Lambeth Unitary Development Plan (UDP) 2007: Policies saved beyond 5 August 2010 and not superseded by the LDF Core Strategy January 2011'. Material considerations include national planning policy statements and planning policy guidance.
- 6.2 On 27th March 2012, the Government published the National Planning Policy Framework. 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.
- 6.3 The National Planning Policy Framework 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 sets out 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.

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 key policies of the plan considered relevant in this case are:
- Policy 1.1 - Delivering the strategic vision and objectives for London
 - Policy 2.9 - Inner London
 - Policy 3.8 - Housing choice
 - Policy 3.16 - Protection and enhancement of social infrastructure
 - Policy 4.1 - Developing London's economy
 - 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 5.12 - 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 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 7.8 - 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

Lambeth LDF Core Strategy (2011)

6.7 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 S4 – Transport
- Policy S6 – Flood Risk
- Policy S7 – Sustainable Design and Construction
- Policy S8 – Sustainable Waste Management
- Policy S9 – Quality of the Built Environment

London Borough of Lambeth Unitary Development Plan (2007): 'Policies saved beyond 5 August 2010 and not superseded by the LDF Core Strategy January 2011'

6.8 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 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 38 - Design in Existing Residential/Mixed Use Areas
- Policy 39 - Streetscape, Landscape and Public Realm Design
- Policy 45 - Listed Buildings
- Policy 47 - Conservation Areas
- MDO 90 - Former Beaufoy Institute (39 Black Prince Rd)

7 Land Use and Principle of Change of Use

- 7.1 Core Strategy Policy S1 states that community facilities will be safeguarded and improved where there is a need to meet identified demand and fill gaps in provision as a result of new development. This policy will eventually be supplemented by detailed policies in the Council's forthcoming Local Development Framework Development Plan Documents - however until this time Saved UDP Policy 26 (Community Facilities) remains in place.
- 7.2 Saved UDP Policy 26 deals with community facilities including those with educational functions. It states that the loss of a school will only be deemed acceptable where the facility is no longer required.
- 7.3 Saved UDP Major Development Opportunity (MDO) 90 also applies to this site. It states: "Listed building protected by covenant for education use: development of car park / annex for non educational use is acceptable only if not required for educational or community use".
- 7.4 Reflecting the comments of the Council's Planning Policy Officer, it is considered that the proposed redevelopment of the site for residential purposes would be acceptable on land use grounds. The MDO states that the car park is suitable for redevelopment where it is not required for community or educational use. The council has deemed the site surplus to educational requirements noting that permission was granted by the Secretary of State in 2007 for the Council to dispose of the land once the previous use as an educational facility ceased. Furthermore, colleagues from Education, Estates and Capital Projects have provided evidence which demonstrates that demand for school places within the south of the borough is much higher than that in the north. The forecast growth in demand in the north of the borough up until 2019 is relatively low. This growth will broadly be accommodated through the expansion of Durand Academy which will provide a further 125 places. In light of the above, non-educational uses are considered to be acceptable on land use grounds.
- 7.5 Subject to planning permission, a community function would also be retained on the northern part of the site noting application ref: 12/01101/RG4 which would create a community centre (Use Class D1) within the existing buildings.
- 7.6 Policy S2 seeks the provision of at least 7,700 net additional dwellings across the borough between 2010/2011 and 2017/17 in line with the London Plan. The London Plan sets an annual monitoring target for Lambeth of 1,195 new homes. The proposed development of 75 residential units will contribute to new housing stock and will help the Council achieve its housing targets.
- 7.7 Policy S2 also sets out a number of requirements relevant to any proposal involving new residential development:
- The target for net additional dwellings across the borough during the plan period.
 - The provision of affordable housing on sites of at least 0.1 hectares or capable of accommodating 10 or more homes. At least 50 per cent of units should be affordable where public subsidy is available, or 40 per cent without public subsidy. The mix of affordable housing should be 70 per cent

social rented units and 30 per cent intermediate units.

- A mix of housing sizes and types to meet the needs of different sections of the community including through applying Lifetime homes and Building for Life standards and providing wheelchair accessible housing.
- Levels of residential density consistent with London Plan guidelines, having regard to the provision of other uses on the site and a number of other factors listed in the policy.
- High standards of residential amenity, having regard to council space standards, including provision of outside space and for children's play.

- 7.8 The residential density on site is not considered to be excessive and is consistent with London Plan recommendations. The proposed density is 1030 habitable rooms per hectare in a PTAL Zone 6 location which dictates that up to 1100 habitable rooms per hectare could be provided. Open space, internal amenity and the provision of life time homes is also provided.
- 7.9 In light of this, the capability of the site to accommodate the proposed 75 units is demonstrated and whilst the design merits will be discussed in a separate section of this report, the proposed building and its relationship with streetscene and local urban character, does not convey a sense of over development or over provision.
- 7.10 The mix of units within the proposed development is also deemed to be acceptable noting that there would be a broad mix of studio, 1 bed, 2 bed and 3 bed units. This mix will assist in creating a mixed and balanced community in accordance with the aspirations of Policy S1 of the Core Strategy.
- 7.11 London Plan Policy 3.11 requires borough councils to 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. This application is considered to be policy compliant with regards to its affordable housing provision noting that it would equate to 40% of the total number of units. Within this provision of affordable units, 70% would be for social rent and 30% would be made available for shared ownership. Again, this split is considered to be compliant with the requirements of the Core Strategy.
- 7.12 Within the provision of affordable housing, a total of 9 units would have 3 bedrooms. This would equate to 43% of the units made available for social rent and as such would comply London Housing Strategy, which sets a target for 42% of social rented homes to have 3 or more bedrooms. Affordable rent levels will be agreed with the Council's Housing Officer and will be secured through a S106 agreement.
- 7.13 The applicant has confirmed that all new homes would be built to lifetime homes standard in accordance with the policy requirements. 8 (10.6 %) of the 75 of the units would be built to be fully wheelchair accessible, which therefore complies the 10% target set out within The London Plan.

- 7.14 The proposed development is therefore compliant with the relevant land use considerations set out within The London Plan, Core Strategy and Saved Policies in the UDP.

8 Conservation and Design Considerations

- 8.1 Officers have assessed the proposals in relation to national, strategic and local policy guidance contained within the National Planning Policy Framework, London Plan Policies, Saved UDP Policies and the Adopted Core Strategy.
- 8.2 Saved Policy 33 of the UDP is particularly considered to be important. This policy deals specifically with building scale and design and requires that all development is of a high quality design and should contribute positively to the wider area.
- 8.3 The application follows extensive pre-application advice which largely focused on the design of the building. The extensive nature of these discussions reflects the sensitivities of the site with respect to its conservation area designation and its proximity to listed buildings.
- 8.4 At present, the flat undeveloped piece of ground is considered to be a negative visual element within the wider streetscene due to its derelict and neglected appearance. The proposed building would front onto Vauxhall Street and Sancroft Street and is considered to be a welcome development in this regard as it would help stitch together the townscape. The perimeter style block would also reflect the footprint of many of the existing blocks of flats within the area.
- 8.5 The height/bulk and mass of the proposed building was identified to be an issue during the early stages of pre-application advice. However the design has evolved to a building which ranges between three and eight storeys in height. This is considered to be an acceptable approach and in general responds successfully with the surrounding built environment.
- 8.6 The four storey brick elevations which front Vauxhall Street and Sancroft Street are particularly considered to integrate well with the adjoining buildings. There would only be a minor step in height between Nos. 60 Sancroft Street, the proposed three storey extension to the Beaufoy Institute and the visually dominant four storey brick elevations. There would be a further two storey element above the four storey brick section. However the visual dominance of this would be substantially reduced due to its significant set back from the front and flank elevations.
- 8.7 One of the key design features of the proposed building is the eight storey corner element which links the two blocks fronting Vauxhall Street and Sancroft Street. This corner block would consist of 6 storey brick elevations with an additional two storey rooftop penthouse. The corner element is considered to contribute significantly to the visual interest of the building and creates a focal point within the wider townscape at this junction. The spaciousness afforded by the open amenity areas on the opposite side of Sancroft Street and Vauxhall Street ensures that the height of this corner block does not appear overbearing.

It is also noted that in keeping with the two storey rooftop section to the other blocks, the two storey penthouse would also be set back from the frontage thereby reducing the bulk of the building.

- 8.8 The building would feature simple brick facades which would reflect the character and appearance of many of the existing flatted developments elsewhere within the conservation area. Interest to the elevations would come from punched window openings and recessed balconies. There would be a strong degree of verticality to these openings which again would reflect the surrounding built environment and allow the building to integrate with its surroundings.
- 8.9 The materials used in the two storey rooftop sections would contrast with the stock brick facades. The cladding and screen printed glazing would lend the building a distinctly modern appearance without unbalancing its character. Interest to the façade would also come from the brick relief sections adjacent to the windows. These features, in conjunction the window reliefs add uniformity and solidity to the elevations. Details of the materials used in the elevations of the building will be sought via condition.
- 8.10 The manner in which the proposed development addresses the street is also considered to be acceptable. The building would be set back between 1m and 1.5m from the pavement. This allows a degree of outside space for the residents of the ground floor units. This separation from the pavement also acts as defensible space and ensures that entrances to the ground floors flats do not open out onto the street. The dwarf brick wall and railings that form the boundary of the site also reflect the established boundary treatments to other residential development within the area.
- 8.11 The application site is in reasonably close proximity to a number of Grade II listed buildings including the former Beaufoy Institute buildings and the former St Thomas' Children's Dept on Black Prince Road. However the height, massing and detailed design are considered to be sympathetic to these nearby heritage assets and the separation distance to these listed structures would ensure that there would be no detrimental impact on their setting in accordance with Saved Policy 47 of the UDP.
- 8.12 In light of the above assessment and the comments from the Council's Conservation and Design Officer, it is considered that the proposed development would be acceptable on design grounds and would also integrate successfully with the character and appearance of the surrounding conservation area and would not harm the setting of the nearby listed buildings.

9 Amenity Impact

- 9.1 Saved Policy 33 of the UDP states that development should protect the residential amenity of existing and future residents with regard to privacy, sunlight and daylight, overlooking and sense of enclosure.

Sunlight and Daylight

- 9.2 A comprehensive sunlight and daylight survey was provided with this application. The assessment included the impact upon the neighbouring properties within Sullivan House, 1-25 Sancroft Street and 60 Sancroft Street.
- 9.3 With respect to daylight, the initial assessment methodology as set out within Building Research Establishment (BRE) guidelines is that of Vertical Sky Component (VSC). The assessment considers sky visibility at the window face of neighbouring properties and expresses this as a percentage. The guidelines recommend that windows of neighbouring properties enjoy a VSC of at least 27% following construction or that the reduction in daylight is no greater than 20%. In addition to the VSC test the No Skyline Test (NST) considers the area of a room at desk height that can see a small proportion of sky. The BRE guidelines suggest that the No Skyline Test should not be reduced by more than 20% as a result of development.
- 9.4 The neighbouring properties within Sullivan House lie directly opposite the tallest part of the proposed development. The submitted sunlight and daylight assessment demonstrates that there would only be a marginal impact on 3 windows servicing Sullivan House when measured in the context of the VSC test. The VSC percentage to these 3 windows would be 26% which would only be slightly below the 27% threshold which BRE guidelines consider to be acceptable. A shortfall of 1% would not have notable impact and as such an adequate level of daylight would remain.
- 9.5 In terms of 1-25 Sancroft Street, the assessment demonstrates that a total of 18 windows at ground and first floor levels would fail to achieve full BRE compliance with regards to VSC. The VSC figures for ground floor windows would range between 20.5% to 24.2% whilst figures for first floor windows would range between 23.3% to 27.4%. However out of these windows which fail to achieve a VSC figure of 27%, 14 are located directly behind dense coniferous trees. The assessment includes an Average Daylight Factor (ADF) Analysis which demonstrates that there would be no noticeable reduction in daylight to these windows as a result of the proximity, height and dense canopy of these trees. A total of 4 windows which are currently unobstructed by trees would have a more notable impact with regards the reduction of daylight; however an ADF reduction of between 0.3 to 0.45 is not considered to be unreasonable and does not warrant the refusal of this application noting the material planning benefits which would occur.
- 9.6 With respect to No. 60 Sancroft Street, the ground floor rooms of this property do not serve habitable rooms and are therefore not relevant for daylight survey. Given that the site is currently undeveloped, there would be VSC reductions to windows at first, second and third floor levels. However these windows are secondary windows within a dual aspect room. The principle windows on the front elevation would remain unobstructed by the development. In any case it is demonstrated that diffuse levels of daylight would not exceed BRE guidance.
- 9.7 With respect to sunlight, only windows within 90 degrees of due south can receive sunlight in the UK and as such windows outside these thresholds are

not relevant for analysis. In assessing the receipt of sunlight the Annual Probable Sunlight Hours (APSH) method is used. APSH provides an indication of sunlight enjoyed by a window as a percentage of the total maximum sunlighting. BRE guidance states that subsequent to a development, windows should receive 25% of APSH including at least 5% during the winter months.

- 9.8 The windows at 1-20 Sullivan House are within 90 degrees of due south and as such are relevant for sunlight assessment. Under the proposal all windows would retain total levels of sunlight in line with or exceeding BRE guidance. The total would not include the prescribed 5% being received within winter months; however this is not considered to be an unusual occurrence in urban areas such as this where there already is a number of medium rise buildings.
- 9.9 With respect to 1-25 Sancroft Street, the windows of this property which face the site are not within 90 degrees of due south and therefore are not relevant for sunlight assessment. This is also true for the windows facing the site on No. 60 Sancroft Street.
- 9.10 In summary, given that the application site is currently undeveloped, it is inevitable that there will be impacts upon levels of light to neighbouring properties. Reductions to levels of daylight to windows servicing residential units at 1-25 and 60 Sancroft Street would occur. However this is not considered to warrant the refusal of this application noting the presence of mature trees in front of the windows 1-25 Sancroft Street and that only 4 windows to this building would see a notable, if not unreasonable reduction. Furthermore, the windows on the flank elevation of 60 Sancroft Street are secondary windows and the principle windows on the front elevation would remain unobstructed and average daylight factor analysis demonstrates that the rooms would remain appropriately lit.
- 9.11 The submitted assessment also examines levels of sunlight and daylight to the proposed development. Daylight is measured using an average daylight factor. It demonstrates that a total of five living room/kitchen/diners do not comply with BRE Guidance due to the site context, within these rooms daylight levels would drop to between 0.8% to 1% ADF noting that the BRE threshold would be 1.5%. However the majority of rooms are considered to receive excellent levels of daylight and on balance it would be unreasonable to refuse on these issues noting that the development is for a total of 75 new residential units.
- 9.12 The receipt of sunlight to the proposed units is also considered to be good with respect to ASPH levels with only minor derogations present in respect of low-angle winter sun.

Privacy and Overlooking

- 9.13 With respect to privacy and overlooking, it is considered that there would be sufficient separation distance between the windows and balconies of the proposed development and the opposing properties to ensure that there would be no impact. It is acknowledged that the south-eastern flank elevation of the building would be directly opposite the windows on the flank elevation of 60

Sancroft Street. However there are no proposed windows on this elevation to allow direct views into any rooms. In addition, the juxtaposition of the two buildings ensures that there would be no direct views or harmful privacy impact from the projecting balconies on the rear elevation.

- 9.14 Where balconies adjoin each other. A 1.8m privacy panel will separate and screen adjacent properties. The privacy screens will also be provided to the sides of the projecting balconies directly adjacent to the boundary with the Beaufoy Institute.
- 9.15 The proximity of the windows on the flank elevation of 60 Sancroft Street to the proposed development also raises questions regarding loss of outlook and the creation of a sense of enclosure. Whilst there would be some impact on these windows, the fact that they are secondary windows to the rooms they serve ensures that this does not warrant the refusal of planning permission. As stated earlier previously within the report the principle windows on the front and rear elevations of No. 60 Sancroft Street would remain unobstructed. The separation distance between the proposed development and other neighbouring properties ensures that there would be no impact on them with respect to loss of outlook or the creation of a sense of enclosure.

Internal Layout and Amenity

- 9.16 With regards to internal layout and amenity, all units have been assessed in the context of the requirements laid out within the Council's Supplementary Planning Document (SPD) on Guidance and Standards for Housing Development and Conversions (2008). Within this document minimum room sizes and floor areas are provided. All of the units exceed Council standards, many of which by a comfortable margin.

Open Space and Playspace

- 9.17 Council guidance contain within the SPD, Saved Policies of the UDP and Core Strategy require the provision of certain standards of outdoor amenity space for new residential developments. The private amenity space will take the form of balconies, terraces and gardens within the courtyard. 1132m² of private amenity space would be provided. Individual amenity spaces vary in size but all are considered to exceed minimum Council standards.
- 9.18 In addition to the above, a communal open space would be provided within the courtyard. This would cover an area of 399m² exceeding the guidance area of 50 m² as contained within the SPD. The amenity space incorporates a dedicated 130m² play-space for toddlers. It is noted that there are no proposals to provide new facilities for older children's activities, however the S106 obligations will seek to secure contributions to open space provision and other local community schemes.
- 9.19 Precise details of the communal courtyard, play area and landscaping will be secured via condition.

Noise

- 9.20 A noise and vibration assessment has been submitted by the applicant in support of this scheme. The noise survey determined that the main source of noise within the area was from passing traffic. It also demonstrated that the existing noise conditions are relatively low for an urban area. As such conventional double glazed units will be sufficient to achieve acceptable internal noise levels for all habitable rooms.
- 9.21 It is also noted that the Council's Noise and Pollution Team were consulted on the scheme. They have raised no objections.
- 9.22 The scheme is not considered to have a detrimental impact upon amenity levels to the northern part of the site which is proposed to be redeveloped as a community centre with ancillary residential accommodation under planning application ref: 12/01101/RG4. The 'u-shape' footprint of the proposed development would broadly follow the perimeter of the site and would reflect the footprint of the listed building plus extensions as proposed under the adjoining application. This would ensure that there would be no building along the boundary other than where it would match that proposed on the adjoining site and there would be no openings on these facing elevations. As such there would be no detrimental impact upon the amenity to the future occupants of these buildings.
- 9.23 In light of the above assessment and the comments received from relevant Council departments, it is considered that the proposal would comply with the broad thrust of Council policies with respect to the amenity of the occupants of neighbouring properties and future occupiers of the proposed development.

10 Traffic and Parking

- 10.1 The application site is reasonably well served by public transport with a number of bus routes passing in close vicinity and it being located a relatively short walk from a major transport interchange at Vauxhall station. This accessibility to public transport is reflected in the sites excellent PTAL rating of 6a. The site is located within a Controlled Parking Zone.
- 10.2 The applicant has submitted a transport survey in support of the application. This has been assessed by the Council's Transportation and Highway's Officer in relation to potential highway impacts that would occur as a result of the scheme.
- 10.3 No car parking is proposed off-street within the development and instead the applicant is proposing that all vehicles generated by the proposed development would be accommodated on the surrounding public highway. To make an assessment of the current levels of parking capacity in the surrounding area the applicant has undertaken a parking survey which found that on average over the two nights of the survey parking occupancy levels were 30% with roughly 100 spaces available within a 2 mins walk of the site.
- 10.4 The applicant suggests that on this basis there is no need to impose any

restriction on the ability of future residents of the development to apply for parking permits as even allowing for each of the 75 dwellings to obtain a maximum of 1 parking permit, as well as reallocating 3 existing parking bays as a loading bay and disabled Blue Badge bay respectively, would still not exceed the level of existing capacity within a 2 – 3 mins walk of the site. However, if all 75 of the dwellings did obtain a parking permit and the 3 bays were converted the number of occupied spaces could increase to 120 out of a total 136 which would equate to an occupancy rate of 88% which is considered to be a very significant impact on the nature and potentially the operation of the surrounding highway network compared to existing conditions.

- 10.5 Whilst the accuracy of the survey is not questioned a couple of issues should be considered; firstly Lambeth Parking Services have no means of restricting a dwelling to any specific number of permits with a dwelling being either eligible or ineligible for permits and therefore it is not possible to restrict each new dwelling to 1 permit each. The other issue to consider is that the site is located in an area with excellent access to public transport (PTAL 6a) and both Lambeth's Core Strategy and the London Plan state that new residential developments in areas such as this should promote sustainable non-car modes of travel, such as walking and cycling, in place of reliance on the private car.
- 10.6 The development currently proposes that 46 of the 75 dwellings would be 2 or 3 bed units which are suitable for family accommodation and taking all factors in to account it is considered that it would be acceptable for these larger units to be eligible for parking permits but the smaller Studio and 1 beds should be excluded through the S106 agreement.
- 10.7 In terms of cycle parking, a total of 91 cycle stands are proposed within the site which meets the minimum standards set out in the London Plan. These are shown on the proposed ground floor plan within three secure storage rooms which are likely to be acceptable but further details on the specification of the racks are requested as it is not overly clear how all 91 cycles would be accommodated.
- 10.8 The applicant has confirmed that they are intending to produce a Local Level Travel Plan for the site which will aim to promote sustainable transport and reduce private car use through the use of a Welcome Pack for residents. An outline of these has been submitted with the application and a condition should be used to secure that these are submitted for approval prior to occupation of the site and be in accordance with TfL's latest guidance on travel plans; *Travel Planning for new development in London*.
- 10.9 The applicant refers to the location of some existing car club spaces within the vicinity of the site. The Transport Officer has confirmed that this would be acceptable as will the commitment to fund membership for all residents to the car club for a period of one year.
- 10.10 Prior to the implementation of this development the applicant must provide details of the proposed construction methodology detailing how any disruption to the highway would be minimised and how to damage to the footway would be prevented with any damage that does occur as a result of the works being

repaired at the applicant's expense. This will be dealt with via condition.

- 10.11 The applicant is proposing that all deliveries and refuse collections would be undertaken from on-street with a loading bay installed on Vauxhall Street to accommodate this. Streetcare have been consulted, however no response has been received at the time of writing. Transport Officers have not objected to these changes being made subject to the developer meeting all relevant costs and a condition put in place to ensure that this is in place prior to occupation. The refuse and recycling areas are considered to be sufficient for a development of this size and would be easily accessed by residents.
- 10.12 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.
- 10.13 In order to encourage non-car modes of travel to and from the site and to accommodate the projected increase in trips it is important that the surrounding public highway is of an appropriate standard in terms of quality, capacity and safety. Much of the public realm surrounding the site has recently been renewed with footways resurfaced and street furniture replaced.
- 10.14 However, certain streets such as Jonathan Street, Vauxhall Walk and Tyers Street which will form a key link between the site and Vauxhall's transport interchange are in need of improvements to accommodate the projected increase in trips generated by the development. Transport Officers have identified this area as requiring improvements and expect all upcoming developments in the area to contribute towards the improvement works which will comprise new footways, improved signage, renewed street furniture, improved pedestrian crossing facilities, improved cycle facilities and streetscape & security improvements. As such a total of £80,000 is requested to improve the public realm and encourage journeys made by foot.
- 10.15 Subject to S106 Contributions and conditions, it is considered that the proposed scheme would not have a detrimental impact on the surrounding highway and would comply with the relevant Council policies.

11 Trees and Landscaping

- 11.1 Policy 39 of the UDP seeks to ensure that new development includes landscape design that enhances the area. Basic details have been provided with the application showing front boundaries, private gardens and the communal courtyard comprising a dedicated play-space for toddlers. A condition requiring further details of all proposed hard and soft landscaping would be attached in the event of the approval of the application.
- 11.2 The Council's Arboricultural Officer has no objection to the application nor does the Parks and Greenspaces Officer. Financial contributions to parks and open spaces will be sought through a S106 agreement.

12 Sustainable Design and Construction

- 12.1 Policy S7 of the Core Strategy requires all major development to achieve a reduction in carbon dioxide emissions in line with London Plan targets. Policy 5.7 of The London Plan (2011) moves away from the previous approach as it does not provide a percentage target for the reduction of carbon dioxide emissions using on-site renewable technologies. Instead, it states that the provision of on-site renewable energy generation should be made within the framework of the energy hierarchy.
- 12.2 The applicant has submitted a sustainability/ energy report advising that the scheme will meet level 3 Code for sustainable homes, incorporating sustainable design and construction measures. Any permission will be suitably conditioned to ensure compliance with this.
- 12.3 The energy strategy for the development has been developed having regard to the London Plan hierarchy of being lean, clean and green. The proposed development includes a range of energy efficiency measures which will achieve a CO₂ reduction of 3% over the Building Regulations compliant threshold. The proposal also incorporates the installation of a CHP engine which will enable a further 28% reduction in CO₂ emissions. This will give an overall reduction from the 2010 baseline of 30%, exceeding the carbon dioxide reductions target of 25% as set out in the London Plan.
- 12.4 The proposal does not include any on site renewable energy generating technologies. Whilst PV solar panels are technically feasible for the development, they have a high cost for carbon offset. Their provision at a cost of £95,550 would also potentially affect the viability of the development.
- 12.5 In balance, despite the absence of any renewable technology, it is considered that the application complies with the requirements of the London Plan Energy Hierarchy and consequently the sustainability/energy requirements contained within Council policy documents.

13 Crime Prevention and Secured by Design

- 13.1 Policy 32 of the UDP states that particular regard will be paid to crime prevention. Development will not be permitted where opportunities for crime are created or where it results in an increased risk of public disorder. Any public spaces and access ways through or adjoining a site should be overlooked, have appropriate lighting, be set away from cover and provide clear sight lines.
- 13.2 The Crime Prevention Officer has been consulted and has not raised any objection to the proposal however this is subject to conditions which would require the submission of further details in relation to management and prevention of crime risks around the development. To this end, the planning permission is recommended to be subject to a condition requiring a crime prevention strategy, which should be approved prior to the commencement of work.

14 Section 106/ Community Infrastructure Levy

- 14.1 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.
- 14.2 Policy S10 of the Core Strategy sets out the circumstances in which planning obligations will be expected from developers.
- 14.3 The Council's adopted SPD on planning obligations sets out the circumstances where monies towards community infrastructure would generally be expected and a framework for calculating amounts that would likely be sought.
- 14.4 A Section 106 planning obligation is to be agreed seeking the following contributions:
- £182,191 for education
 - £60,585 for health
 - £9,333 for libraries
 - £200,000 for local community projects
 - £80,000 for public realm
 - £1,000 for travel plan
 - £18,519 for local labour
 - £27,581 for monitoring
- 14.5 Total S106 contributions would therefore total £579,209.
- 14.6 For the purposes of clarification, it is noted that there is a slight departure in the approach to S106 contributions than that contained within the SPD. In particular, the contributions for sport and leisure, parks and opens spaces, public art and children's play space have been pooled under 'local community projects'. It is noted that this has not impacted upon the overall level of contribution required from the developer and the approach has been agreed to by Council Officers and Ward Councillors. This £200,000 contribution for 'local community projects' will be allocated to specific projects using the community engagement protocol as set out within the SPD.
- 14.7 Non financial contributions would seek the following:
- The securing and provision of affordable housing.
 - Affordable rent levels.
 - Preparation, adoption and review of a travel plan
 - Subsidised membership of a local car club for residential occupiers
 - Removal of the right of occupiers of the studio and 1 bedroom units within the

development to be able to apply for residential car parking permits.

- 14.8 It is also noted that the application will be liable for the Mayoral Community Infrastructure Levy (CIL). The total CIL fee is £103,082.00

15 Conclusion

- 15.1 In conclusion the proposal is acceptable in land use terms as it has been satisfactorily demonstrated to the Local Planning Authority that the design of the building would be acceptable and would not harm the setting of any nearby listed buildings or the character and appearance of the surrounding conservation areas.
- 15.2 The Council are also satisfied that there would be no significant harm to neighbouring amenity whilst the internal amenity standards for future occupiers would also be acceptable. The form, function and layout of the building and associated amenity spaces would be in line with Council guidance and the application would not give rise to any undue transport concerns.
- 15.3 A Section 106 agreement is to be part of the planning permission should consent be granted and various measures and contributions are to be sought to mitigate the scheme's impact in the locality.
- 15.4 Subject to compliance and the consideration of details to be secured by condition and the satisfactory completion of a Section 106 agreement, it is considered that the scheme is acceptable on planning grounds.

16 Recommendation

- 16.1 Grant conditional planning permission subject to the satisfactory completion of a section 106 agreement.

17 Summary of the Reasons

- 17.1 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:
- 17.2 London Borough of Lambeth Unitary Development Plan (2007): 'Policies saved beyond 5 August 2010 and not superseded by the LDF Core Strategy January 2011':

Policy 7 - Protection of Residential Amenity

Policy 9 - Transport Impact

Policy 14 - Parking and Traffic Restraint

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 38 - Design in Existing Residential/Mixed Use Areas
Policy 39 - Streetscape, Landscape and Public Realm Design
Policy 45 - Listed Buildings
Policy 47 - Conservation Areas
MDO 90 - Former Beaufoy Institute (39 Black Prince Rd)

Conditions

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

Reason: To comply with the provisions of Section 91(1)(a) of the Town and Country Planning Act 1990 (as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.)
- 2 The development hereby permitted shall be carried out in accordance with the approved plans listed in this notice.

Reason: For the avoidance of doubt and in the interests of proper planning.
- 3 Prior to the commencement of the development hereby approved, the applicant must submit a Method of Construction Statement for approval in writing by the Local Planning Authority, prior to that relevant phase of development commencing and construction works, including parking, deliveries and storage, shall take place solely in accordance with the approved details unless otherwise agreed in writing by the local planning authority.

Reason: To avoid hazard and obstruction being caused to users of the public highway and in the interest of public safety (Policies 9 and 31 of the Saved Unitary Development Plan)
- 4 Adequate precautions to the satisfaction of the Highway Authority, shall be taken during the construction period to prevent the deposit of mud and similar debris on the adjacent public highways in accordance with details to be submitted to and approved in writing by the Local Planning Authority prior to the commencement of development.

Reason: To minimise danger and inconvenience to highway users in accordance with Policies 9 and 31 of the Saved Unitary Development Plan along with policy S4 of the Core Strategy.
- 5 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 during the construction period in a location and in accordance with details to be submitted and agreed in writing by the local planning authority. The loading, off-loading, parking and turning areas shall be

provided so as to avoid damage to any trees unless otherwise agreed.

Reason: To minimise danger and inconvenience to highway users, and to avoid damage to trees (Policies 9 and 14 of Lambeth's Unitary Development Plan and Policy S4 of Lambeth's Core Strategy).

- 6 Prior to commencement of development, detailed drawings (at appropriate scales), samples, and a schedule of materials used in all external surfaces shall be submitted to and approved in writing by the Local Planning Authority and this condition shall apply notwithstanding any indications as to these matters which have been given on the approved plans and in the application.

The development shall thereafter be carried out solely in accordance with the details approved in writing unless otherwise agreed in writing with local planning authority. The following details will be required.

1. Details of all window and doors including reveals, cills and means opening.
2. Canopies.
3. Bricks (including pointing and bonding).
4. Balconies (including handrails, decks and soffits).
5. Gates and Railings.
6. Copings
7. Balustrades
8. Metal Cladding
9. Screen Print Glazing
10. Rainwater Goods (including locations of pipes, product, colour, material).

Reason: To protect the character and appearance of the adjoining Kennington Conservation Area along with the surrounding buildings in accordance with saved policies 33, 38 and 47 of the Unitary Development Plan (2007) and Core Strategy Policy S9 (2011).

- 7 No pipes or vents (including gas mains and boiler flues) shall be constructed on the external elevations unless they have first been submitted to the Local Planning Authority and approved in writing. Any pipes and vents shall be installed as approved.

Reason: Such works would detract from the appearance of the building and would be detrimental to the visual amenities of the locality (saved policies 33, 38 and 47 of the Saved Unitary Development Plan (2007) and Core Strategy Policy S9 (2011)).

- 8 All vents to the elevations of the building shall be undertaken in accordance with details that have first been agreed in writing with the Local Planning Authority. The development shall be carried out in accordance with the approved details and retained thereafter.

Reason: To protect the character and appearance of the adjoining Kennington Conservation Area along with the surrounding buildings in accordance with saved policies 33, 38 and 47 of the Saved Unitary Development Plan (2007) and Core Strategy Policy S9 (2011).

- 9 Prior to the commencement of development details of the siting and means of enclosure to house each of the refuse and recycling storage bins (to be in accordance with the Councils Waste and Recycling Storage and Collection Requirements; Guidance for Architects and Developers shall be submitted to and approved in writing by the Local Planning Authority. The details approved shall be installed prior to first occupation of the site and maintained permanently thereafter unless any variation is received and approved in writing.

Reason: To ensure that adequate provision is made for the storage of refuse and the provision of recycling facilities on the site, in the interests of the amenities of the area and to ensure adequate cycle parking is available on site and to promote sustainable modes of transport in accordance with Policies 9, 14, 35 of the Saved Unitary Development Plan and Core Strategy Policy S9.

- 10 Prior to the occupation of the development, a detailed scheme of soft and hard landscaping for the development including materials, species, planting programmes and management and maintenance schedules shall be 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.

Reason: To ensure satisfactory landscaping of the site in the interests of visual amenity in accordance with Policy 39 and 47 of the Saved Unitary Development Plan.

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

Reason: To ensure a satisfactory and continuing standard of amenities are provided and maintained in connection with the development in accordance with Policy 39 and 47 of the Saved Unitary Development Plan.

- 12 Prior to the commencement of the development hereby permitted detailed drawings and specifications of the play-space and external furniture shall be

submitted to and approved in writing by the Local Planning Authority. All associated fittings shall thereafter be carried out solely in accordance with the approved details and retained thereafter.

Reason: To ensure that such works do not detract from the development itself or from the appearance of the locality in general. (Policies 31, 33, 39 and 47 of the Saved Unitary Development Plan and core strategy policy (2011) S9).

- 13 Details of the siting and design of all walls and/or fencing including all external and internal boundary treatments shall be submitted to and approved by the Local Planning Authority in writing prior to the commencement of each of the phases of development agreed in writing by the local planning authority. Such walls or fencing as may be approved shall be erected before the initial occupation of the buildings unless the prior written approval of the Local Planning authority to any variation has been obtained.

Reason: To ensure a satisfactory resultant appearance and standard of amenity of the site. (Policies 31, 33, 39 and 47 of the Saved Unitary Development Plan (2007) and Core Strategy policy S9).

- 14 Any areas of flat roof that are not shown as balconies, walkways or roof terraces shall not be used as a sitting out area or be used for any other recreational purpose whatsoever unless otherwise agreed in writing by the local planning authority.

Reason: In the interests of the residential amenity of future occupiers of the development and the occupiers of adjoining residential properties. (Policy 33 of the Saved Unitary Development Plan)

- 15 Notwithstanding the approved plans full details of the proposed lighting within the development shall be submitted to and approved in writing by the Local Planning Authority prior to the construction of the relevant phase. The lighting shall be implemented in accordance with the details approved by the Local Planning Authority and retained thereafter.

Reason: To ensure that the local Planning Authority may be satisfied with the details of the proposal. (Policies 32 and 33 of the Saved Unitary Development Plan).

- 16 The development shall be constructed and operated thereafter to 'Secured by Design Standards'. A certificate of accreditation to Secured by Design Standards shall be submitted to the local planning authority for approval in writing prior to first occupation.

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).

- 17 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).

- 18 The dwelling(s) shall achieve Level 3 of the Code for Sustainable Homes. No dwelling shall be occupied until a final Code Certificate has been issued for it certifying that Code Level 3 has been achieved.

Reason: In the interests of securing a sustainable development (Policy 35 of the Unitary Development Plan (2007)), Core Strategy policy S7 and the adopted Supplementary Planning Document for Sustainable Design and Construction (2007).

- 19 A travel plan shall be submitted to and approved in writing by the local planning authority prior to the use hereby permitted commencing. The measures approved in the travel plan shall be implemented prior to the occupation of the building and shall be so maintained for the duration of occupancy, unless the prior written approval of the local planning authority is obtained to any variation.

Reason: To ensure that the travel arrangements are appropriate and to limit the effects of the increase in travel movements (Policies 9 and 14 of Lambeth's Unitary Development Plan and Policy S4 of Lambeth's Core Strategy).

- 20 Environmental noise levels from any plant within or on any part of the building shall not increase the background noise levels when measured outside any nearby residential property unless otherwise agreed in writing by the local planning authority.

Reason: To safeguard amenity of existing and future residents (Saved Policies 7 and 33 of the Saved Unitary Development Plan).

- 21 The development permitted by this planning permission shall only be carried out in accordance with the approved Flood Risk Assessment (FRA) (Mayer Brown - March 2012) and the following mitigation measures detailed within the FRA:

1. *Finished floor levels are set no lower than 3.24m above Ordnance Datum (AOD) as set out in Paragraph 8.5 of the FRA.*

The mitigation measures shall be fully implemented prior to occupation and subsequently in accordance with the timing / phasing arrangements embodied within the scheme, or within any other period as may subsequently be agreed, in writing, by the local planning authority.

Reason: To reduce the risk of flooding to the proposed development and future occupants.

Informatives

- 1 This decision letter does not convey an approval or consent which may be

required under any enactment, by-law, order or regulation, other than Section 57 of the Town and Country Planning Act 1990.

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

3 As soon as building work starts on the approved development, you must contact the Street Naming and Numbering Officer if you need to do any of the following:

- name a new street
- name a new or existing building
- apply new street numbers to a new or existing building
- apply new numbers to internal flats or units

This will ensure that any changes are agreed with Lambeth Council before use, in accordance with the London Buildings Acts (Amendment) Act 1939 and the Local Government Act 1985. Contact details for the Street Naming and Numbering Officer are listed below:

Tom Brown
Street Naming and Numbering Officer,
London Borough of Lambeth,
Ivor House,
1 AcreLane,
London
SW2 5SD

email : tbrown3@lambeth.gov.uk
telephone : 020 7926 2283

4 Where a developer proposes to discharge groundwater into a public sewer, a groundwater discharge permit will be required. Groundwater discharges typically result from construction site dewatering, deep excavations, basement infiltration, borehole installation, testing and site remediation. Groundwater permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 020 8507 4890 or by emailing wwqriskmanagement@thameswater.co.uk.

Application forms should be completed on line via www.thameswater.co.uk/wastewaterquality. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991.

5 You are advised of the necessity to consult the Transport and Highways team within the Transport Division of the Directorate of Environmental Services, with regard to any alterations affecting the public footway.

6 You are advised of the necessity to consult the Council's Streetcare team within the Public Protection Division with regard to the provision of refuse storage and collection facilities

7 You are advised of the necessity to consult the Council's Highways team

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