<table>
<thead>
<tr>
<th>Case Number</th>
<th>11/04181/FUL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Application Address</td>
<td>30-60 South Lambeth Road</td>
</tr>
<tr>
<td></td>
<td>London</td>
</tr>
</tbody>
</table>
Location: 30-60 South Lambeth Road, London SW8

Ward: Oval

Proposal Application(s): Redevelopment of the existing site to provide a 32 storey mixed-use building comprising new leisure uses (swimming pool & gymnasium) and up to 553 units for student residential accommodation. Provision of refuse and cycle storage, disabled parking and associated landscaping.

Applicant: GMD Developments Ltd

Agent: Rolfe Judd Planning

Date valid: 25 November 2011

Case Officer: Mr Iwan Richards

Application References: 11/04181/FUL

Recommendation(s): Grant Planning Permission, subject to the recommended conditions and to the s106 planning obligations set out within this report.

Constraints: Vauxhall Nine Elms Battersea Opportunity Area (VNEB OA)
           Central Activities Zone (CAZ)
           Archaeological Priority Area

Advert Publication Date: 13 January 2011

Site Notice posted on: 13 January 2011

Report Review

<table>
<thead>
<tr>
<th>Department(s) or Organisation(s)</th>
<th>Date consulted</th>
<th>Date response received</th>
<th>Comments summarised in para</th>
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</thead>
<tbody>
<tr>
<td>Governance &amp; Democracy (legal)</td>
<td>13/09/12</td>
<td>13/09/12</td>
<td>Comments incorporated into report.</td>
</tr>
</tbody>
</table>

Background documents

Case File (this can be accessed via the Planning Advice Desk, Telephone 020 7926 1180).
1. Summary of Main Issues

1.1 The principal planning issues relating to this application are:

- The principle of introducing a student accommodation development on the application site, having particular regard to the existing land uses and to the development plan designations

- The quantum and quality of the proposed uses.

- The impact of the development upon heritage assets in the vicinity of the site

- Whether the site development would harm unacceptably strategic, middle distance or local townscape views

- Whether the development is of a sufficiently high quality design

- Whether the development would achieve sufficient standards of sustainable design and construction

- Whether the development would impact unacceptably upon neighbouring amenity

- Whether the development would result in an unacceptable impact upon Vauxhall Park

- 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 and s106 obligations.

1.2 The consideration of these matters is influenced by other decisions within the vicinity, including the appeal decision on the Bondway site to the otherside of the railway viaduct (ref 09/01520/FUL).

2. Introduction

2.1 This is an application submitted in response to the London position in relation to the student housing accommodation market. The undersupply of purpose-built student accommodation in the UK has resulted in that market consistently outperforming every other property class throughout the economic downturn. The most undersupplied market is London, which has been the case for quite some time. This market position has resulted in a number of large proposals having been made to Lambeth in the recent past.

2.2 According to market analysts, there is still significant demand for student accommodation despite early evidence of fewer university applications for 2012
due to higher fees and the economic downturn. An annual update of the student property market indicates that total (financial) returns almost doubled in London to 15.1% in September 2011, taking average total returns to 11.5%. There has been much attention paid to the number of applications by UK students to start their university studies in September 2012. Applicants for university places in 2010 outnumbered available places by more than 100,000. Even a sharp drop in applications will still mean that university places are hugely oversubscribed.

2.3 In a globally fluid and competitive higher education market London and the UK is perceived to a centre of excellence. That market is expanding rapidly alongside the corresponding demand for student accommodation.

Supply of student accommodation in Lambeth

2.4 According to recent analysis of the market, including the distribution of student accommodation within London, Lambeth has one of the lowest numbers of student accommodation units of all London Boroughs (with only Bromley, Hammersmith and Fulham, Enfield and Harrow providing fewer).

2.5 Currently, specialist student accommodation within Lambeth is confined to the following sites, serving colleges within London and Lambeth Borough:

<table>
<thead>
<tr>
<th>Site</th>
<th>Bedspaces</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>The rectory, 214 Lambeth Road</td>
<td>39</td>
<td>In use</td>
</tr>
<tr>
<td>Briam Creamer House, 216a Lambeth Road</td>
<td>30</td>
<td>In use</td>
</tr>
<tr>
<td>International House</td>
<td>72</td>
<td>In use</td>
</tr>
<tr>
<td>Henry Wood House, 10n Halsmere Road</td>
<td>67</td>
<td>In use</td>
</tr>
<tr>
<td>1 Langley Lane and 21-25 South Lambeth Road</td>
<td>92</td>
<td>Application unimplemented</td>
</tr>
<tr>
<td>441-447 Brixton Road and 2-4 Electric Avenue</td>
<td>24</td>
<td>Application unimplemented</td>
</tr>
<tr>
<td>15 Stockwell Green</td>
<td>328</td>
<td>Under construction</td>
</tr>
<tr>
<td>2-16 Tinworth Street</td>
<td>399</td>
<td>Application unimplemented</td>
</tr>
<tr>
<td>Land bounded by Wandsworth road, Parry Street, Bondway and the railway line to the east</td>
<td>416</td>
<td>Application pending consideration</td>
</tr>
<tr>
<td>379 – 381 Brixton Road</td>
<td>30</td>
<td>Application pending consideration</td>
</tr>
</tbody>
</table>
3. Site Description

3.1 The site is located along South Lambeth Road, approximately 250m south of Vauxhall rail, bus interchange and underground station. The site is defined by adjacent highways, pavements and a timber fence along the south border. The site is broadly triangular shaped and the site area comprises 0.165 ha. To the west, the site is bounded by a railway viaduct which accommodates a number of car repair workshops within the railway arches, and to the east, South Lambeth Road separates the site from the north western corner of Vauxhall Park. On the southern boundary of the site lies a four storey office building adjacent to a two storey workshop and office annex which shares a central car park. The northern end of the site is oriented towards the corner of Parry Street and South Lambeth Road but is separated from the immediate junction by an access road to the railway arches and a small plot of land currently used for advertisement hoardings.

3.2 The application site is currently vacant and there are no buildings or permanent structures on the site. It is used as a car park by the adjacent car repair workshops. The ground is surfaced in gravel and hardcore and has a circa 7m wide strip of grass on the eastern boundary of the site.

3.3 A bus stop and shelter is located half way along the eastern boundary situated within the public pavement area outside the site boundary on South Lambeth Road.

3.4 Local landmarks include the 85m tall BT Tower south of the site, the emerging 181m tall St. Georges Tower to the west, the Vauxhall bus interchange and the landmark MI6 building just north of St. Georges Wharf. The predominantly residential buildings to the north east of the site are characterised by 3-4 storey terraced houses and mansion blocks along South Lambeth Road.

3.5 On the other side of the railway viaduct along the western site boundary the land uses are mixed and somewhat industrial in character with a range of buildings, ranging from three storey residential buildings to warehouses and 22 storey office towers. St. Georges Tower is currently under construction.

3.6 The application site is not situated within a conservation area. However, the Vauxhall Conservation Area lies adjacent to the east of the site across South Lambeth Road and includes Vauxhall Park and the residential area around Lawn Lane, Langley Lane, Bonnington Square and Vauxhall Grove. The conservation area is characterised by Victorian terraces consisting predominantly of two to three storey red and yellow brick buildings. To the south and east of Vauxhall Park the St. Marks Conservation Area extends along the two to four storey Victorian terraces on Fentiman Road and also extends further north along Clapham Road / Kennington Park Road. The nearest listed buildings to the site are the Grade II listed 29 South Lambeth Road, approximately 70m to the north of the site and No. 32 Vauxhall Grove, approximately 130m to the north east and also Grade II listed. The site lies outside the Protected Vista view corridors from Parliament Hill and Primrose Hill.
3.7 The site has been undeveloped for a number of years, and early maps of London indicate building development on the site from the early 19th century which grew into more dense industrial use in the form of window blind works in the late 19th and early 20th century.

3.8 Other industrial uses in the 1930’s and 40’s developed alongside two semi detached residential houses in the south eastern corner of the site.

3.9 The Ordnance Survey map of 1975 shows the application site cleared of all buildings and the site has remained in a generally untidy and unkempt state until the present time.

3.10 **Development Plan Designations**

3.11 The site was once located within a Key Industrial and Business Area (KIBA) as identified on the UDP Proposals Map. However, the Council’s Core Strategy has removed this designation. This site is located within the Central Activities Zone (CAZ) and Vauxhall Nine Elms and Battersea Opportunity Area and also falls within the South Eastern Regeneration Arc character area as outlined in the Core Strategy Policy PN2 which is shown on Diagram 2 of that document.

3.12 The land is presently vacant and has no designated use and as such the mix of uses appears to be acceptable for the following reasons:

3.13 The site does not currently contain any buildings or appear to have any defined use. As the KIBA designation has been removed following the adoption of the Core Strategy, the site is therefore no longer safeguarded for employment uses. As such a mixed use development can be considered on this site.

3.14 It should also be noted that the Vauxhall area based policies in the UDP have been superseded by Core Strategy Policy PN2. Core Strategy Policy PN2 supports mixed use development at Vauxhall for employment, housing, retail, hotel, student accommodation, leisure, entertainment and other commercial and community uses in line with the CAZ designation, to develop a distinct heart, a recognisable sense of place and definite identity with distinct quarters to achieve a sustainable and vibrant urban area and to fulfil its role as a coherent centre, as well as linking with and benefiting adjoining areas and their communities. Specifically part (g) of PN2 relates to the South Eastern Regeneration Arc and seeks to create a residential-led mixed use quarter with retail, retaining a significant employment element to the south of Vauxhall Heart through the redevelopment of opportunity sites, enhancing connectivity between the Vauxhall Heart, the riverside and Nine Elms/Battersea to the south creating a street frontage with active ground floor frontages along Wandsworth Road linking to Vauxhall Heart.

3.15 This site is not considered to be one that is extensively suited to residential accommodation, and in particular family accommodation, as the site is located close to the railway line, there are a number of railway arches in various industrial uses, a number of other industrial and business uses also adjoin the site and the site is situated on a busy road which feeds into the Vauxhall gyratory. The site
also has high public transport accessibility which is a key consideration for locations appropriate for student accommodation.

3.16 Therefore, it is considered that student housing alongside leisure/community use may be appropriate in this particular instance given the range of factors outlined above.

4. Planning History

4.1 There is no recent relevant planning history relating directly to the site.

4.2 The Ordnance Survey map of 1975 shows the site at 30-60 South Lambeth Road cleared of all buildings and although a series of planning applications had been filed for the site it has remained undeveloped until now.

4.3 The Vauxhall area is designated in policy documents to allow for tall buildings and a number of schemes have been considered that include tall buildings in the area in recent years. Each of these applications has given rise to similar issues that are the key considerations in relation to this application including the impact on the adjacent parks.

4.4 Members attention is drawn specifically to the Bondway appeal (69-71 Bondway, Vauxhall, ref 09/01520/FUL) where on the matter of overshadowing and impact on Vauxhall Park the inspector concluded that:

‘it is clear that the very slight overshadowing effects of this building during the summer evenings would be insignificant’

This issue and position is directly comparable to the issue in this case; and is a material consideration in respect of considering this aspect of the amenity case.

5. Scheme Details

5.1 The proposed development incorporates two main uses:

- A fitness suite and swimming pool facility (1,825 sqm GIA); and
- Student accommodation including 572 en-suite bedrooms with communal kitchen and lounge facilities as well as amenity and service spaces.

5.2 The building would project to 32 storeys (96.5m) in overall height. A triangular tower would rise from a 4 storey plinth. The facades would comprise predominantly of clear glazing and back painted glass spandrel panels for the windows and terracotta cladding panels in the solid areas. A variation in tile size, colour and finish is proposed.

5.3 The fitness suite and swimming pool facilities are located in the lower part of the building and occupy the lower ground floor and first floor of the plinth. The dedicated entrance and reception area at ground floor level, separate from the student accommodation, ensures the gym and pool facilities are accessible not
only to the student residents of the building but also to the local and wider community.

5.4 The student accommodation is located within the plinth from Level 02 and upwards throughout the building. An entrance and lobby area on ground floor leads to a central core in the building that provides access to all levels. External amenity spaces are provided at level 4 (on top of the plinth) and at level 31.

5.5 The general circulation space within the student housing and the public pool and gym facilities are separated and no direct access is provided between the two uses apart from dedicated fire fighting access and shared but alarmed fire evacuation stairs.

6. **Consultation Responses**

6.1 In respect to application 1,843 letters were sent to neighbouring property addresses in the vicinity of site.

6.2 Application was also advertised by way of site notices and a press advert.

6.3 The following local interest groups were notified:

Design for London  
Commission for Architecture and the Built Environment  
Kennington Association  
Kennington Oval & Vauxhall Forum  
Regents Bridge Gardens Ltd  
Vauxhall Neighbourhood Housing Forum  
The Vauxhall society  
Vision for Vauxhall  
Kennington cross Neighbourhood Association  
Friends of Vauxhall Park

6.4 **Neighbour Responses**

<table>
<thead>
<tr>
<th>No. Letters sent</th>
<th>No. of Objections</th>
<th>No. in support</th>
</tr>
</thead>
<tbody>
<tr>
<td>1,843</td>
<td>32</td>
<td></td>
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</tbody>
</table>

6.5 **Assessment**

<table>
<thead>
<tr>
<th>Objections/Comments</th>
<th>Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>Loss of Daylight, Sunlight and Overshadowing Vauxhall Park properties</td>
<td>Considering the urban nature of this area, the daylight and sunlight values that would be achieved within the existing surrounding area are commensurate with expectations within similar urban areas. Officers acknowledge that the proposals are generally compliant with the BRE guidelines, and thus acceptable having</td>
</tr>
</tbody>
</table>
regard to the planning benefits that would otherwise be derived from the scheme were it implemented

| Overdevelopment Too Bulky/High/Out of Scale etc | Officers consider that the scale, massing and form of the proposal are broadly acceptable and in keeping with the OAPF |
| Is there a demand for student accommodation in this location? | London’s universities make a significant contribution to its economy and labour market and it is important that their attractiveness and potential growth is not compromised by inadequate provision for new student accommodation. In this context the site is ideally located, with a PTAL rating of 6a, whereby students could easily and sustainably access a range of institutions within London. |
| Concerns regarding the overshadowing study of the park | A full assessment, including a shadow analysis has been undertaken, which confirms that Vauxhall Park will be in shadow for only short period of the day (less than one hour during the evening). |
| The development will increase traffic and parking stress in the area. | The development would in effect be Car Free. Given the proposed use of the site, its location and its access to public transport services this approach is considered appropriate. Both TfL and Lambeth Transport Planners are of the opinion that the development would not give rise to any unacceptable impacts upon the function and safety of the surrounding highway network – including parking stress. |
| Risky pedestrian traffic access routes to the public transport hub of Vauxhall | Highways and TfL have commented upon the proposals and are satisfied that there are no significant issues of concern. Furthermore, the application site lies adjacent to a bus stop, which is on the same side as the proposed development. |
| Noise and disturbance from the student accommodation | There is no evidence to suggest that the resident students would prove sources of unacceptable noise and disturbance. |
| Disruption and noise during construction. | A condition of consent is included requiring the submission of a Construction Management Plan which will minimise as far as is practicable the impacts during the construction period. |

6.6 The following consultations with bodies external to the Council have been undertaken and their responses are summarised as follows:
6.7 **CABE** – CABE supports the proposal and welcomes its function and form on the site.

**Context and public use:** The building sits within the emerging cluster of tall buildings around Vauxhall Station and its height seems appropriate for this location. Its slender form and fragmented fronts respond to the context and we welcome the proposal to integrate a public leisure centre which will activate this stretch of south Lambeth Road. The arcade along the main road is a welcoming gesture to the public. We find the provision of amenity space on the upper levels interesting. While the terraces, combined with the park directly opposite, can work for student accommodation, the amenity space provided would not be sufficient for family housing. The terraces on the upper levels require careful planning to ensure that they are pleasant to use despite strong winds.

**Design:** We welcome the use of terracotta cladding which we think is an appropriate material for this proposal. We feel, however, that the relationship between the main volume and the prismatic elements could be articulated in a more meaningful way. The overall success of the scheme will depend on the quality of the materials and the detailing, durability and low maintenance and we ask the local authority to condition them as appropriate.

**Camden** - Raises no objection

**Southwark** – No formal objections to the proposed development. The proposed development is unlikely to be visible from Southwark.

**English Heritage** – We note that the proposed development conforms to the tall building strategy set out in the Vauxhall Nine Elms Battersea Opportunity Area Planning Framework (VNEB OAPF). The strategy states that the under construction Vauxhall Tower at 180m will be the pinnacle of the emerging cluster of tall buildings, and other buildings in the cluster shall have a secondary relationship to it. The proposed building at 30 –60 South Lambeth Road is on the edge of the emerging cluster and 96.5m high.

The proposed development would be directly opposite the Vauxhall Conservation Area and will be prominent in views from Vauxhall gardens, which is within the conservation area. However, because the proposed building will be positioned directly adjacent to the existing elevated railway lines, any views of the development and the Vauxhall Conservation Area in the same context would be restricted.

The proposed development will appear in the setting of a number of designated heritage assets in the Lambeth area, with the most pronounced impact being on St Mark’s Conservation Area. This conservation area contains a number of grade 2 listed buildings, including Noel Caron Almshouses, no.’s 106 – 112 Fentiman Road and the cavalry Church, all of which form a group and could have their setting affected by the proposed building. The almshouses in particular are of low height and set back from the road, meaning that the proposed tower would be particular prominent in their setting.
This application should be determined in accordance with national and local policy guidance, and on the basis of your specialist conservation advice.

**English Heritage (Archaeology)** – No objections in principle, subject to the archaeology position being protected by way of planning condition as recommended.

**Environment Agency** –

**GLA** – In their Stage 1 response, the GLA advised that they consider that the application does not comply with the London Plan, but that possible remedies could address these deficiencies.

**Principle of Development** - The principle of redevelopment of this site for student housing-led high density mixed use development is broadly consistent with the Core Strategy and the OAPF land use strategy and is therefore acceptable.

**Mix of uses** – The London Plan recognises in paragraph 3.52 that London Universities make a significant contribution to its economy and labour market and it is important that their attractiveness and potential growth are not compromised by inappropriate provision for new student accommodation. It also recognises that the provision of purpose built student housing may reduce pressure on other elements of the housing stock currently occupied by students, especially private rented sector.

Paragraph 3.53 of the London Plan sets out that addressing the demands for student accommodation should not compromise the capacity to meet the need for conventional dwellings, especially affordable family homes, or undermine policy to secure mixed and balanced communities.

Student accommodation should be secured by planning agreement or condition relating to the use of the land or to its occupation by members of specified educational institutions.

There is no objection in principle to the provision of student accommodation on this site, which, given its location adjacent to the railway viaduct and South Lambeth road does not lend itself particularly well to conventional residential development

**Social infrastructure:** the provision of a gym and a swimming pool is supported, and it should be made available to local residents on a subsidised basis.

**Tall Buildings/Views** – The applicant has assessed the proposal against the London View Management Framework and the setting of the Westminster World Heritage Site (WWHS) and concludes that the site does not form part of the setting of the WWHS and the proposal has no impact in this regard. GLA officers consider the scheme to be visible in the setting of the WWHS, but are of the view that it would not harm the Outstanding Universal Value of the World Heritage Site
Urban Design – The proposal has been amended following pre-application discussions with GLA and the GLA’s observations of 7 February 2012. The proposed layout and scale is sympathetic to the adjacent Vauxhall Conservation Area, and the design, massing and materials has been considerably improved. The layout of the student accommodation is generally appropriate.

The comments of 7 February 2012 stated that whilst the proposal was reasonably well designed there were a number of aspects that still needed to be addressed. A number of the issues raised previously have since been resolved, but others remain a concern, in particular the bulk and massing of the proposal.

The designers are commended on how the ground floor of the South Lambeth Road facing edge of the development is well laid out, with continuous active uses facing the public realm, ensuring good overlooking and animation of the street and this is strongly supported. However, the success of the railway facing edge is dependent on the envisaged future of the lane that runs along the railway viaduct. Two acceptable scenarios were outlined by GLA officers, one where this route remains a private and secure route, with controlled access throughout the day, and another where the route is publicly accessible and has the potential to be transformed into an attractive lane with active uses all the way along it [the applicant is committed to the former solution and has confirmed that this lane will be an effectively controlled private service route implemented in agreement with the landowner in order to discourage anti-social behaviour].

In terms of scale height and massing, the application site lies opposite the Vauxhall Conservation Area at the edge of an area identified as being suitable for tall buildings and is seen as a transitional site between the emerging cluster of tall buildings and the adjacent historic fabric. Whilst the current proposal is lower than some of the proposed buildings in this area, it remains significantly taller than its immediate context making it very prominent and visible. For its height to be acceptable the design of the building needs to be of an exceptional quality; however, a number of issues still need to be addressed. Of particular concern are the bulk and massing of the development – it is felt that the ‘slices’ taken off the massing are too small and subtle to either this an identifiable aspect of the building or to reduce effectively the overall bulk of the building.

[However, in response to the GLA’s Stage 1 Report the overall massing was amended in March 2012 and the size of the setbacks were increased vertically to feature more prominently, especially along the eastern elevation. Following further consultation and discussions with the GLA and LBC, the size of the setback at the top of the building was increases to accentuate the shifting the geometry and enhancing the stepping movement in the overall form].

Impact on the Conservation Area

Not satisfied that the design in its original iteration would preserve and/or enhance the setting of the Vauxhall Conservation Area. Further discussion in respect of the bulk and massing of the proposed development has resulted in modifications, which will reduce its impact upon the adjacent conservation area.
The main impact is on the Vauxhall Conservation Area which is closest to the site. It will provide a considerable backdrop to Vauxhall park and provide an immediate neighbour to the two enclaves of Vauxhall Grove and Bonnington Square.

Inclusive Design – Educational establishment have a duty under the Disability Discrimination Act 2005 to ensure that their facilities and services are accessible for disabled students. There is a shortage of wheelchair accessible homes in London, and one of the biggest barriers to disabled students being able to live and study in London is access to suitable accommodation.

The applicant has committed to a minimum of 5% of all accommodation units to be designed to be fully wheelchair accessible or easily convertible to fully accessible unit. However, this does not comply with the London plan policy 3.8d which requires 10% of new housing to be wheelchair accessible or easily adaptable for wheelchair users.

Climate Change Mitigation – The proposals are broadly acceptable, although further information is required before the carbon savings can be verified. [At the time of writing the applicant has provided the GLA with information as they requested in their Stage 1 response].

Transport – The main vehicular access to the application site is from South Lambeth Road and TfL consider this to be acceptable. Further discussion has taken place with officers in order to clarify servicing and maintenance arrangements.

TfL welcomes the car free nature of the scheme, and as required in the London plan TfL expects a minimum of one electric vehicle charging point (ECVP) to be provided.

The level and allocation of cycle parking is considered acceptable and in line with London Plan Policy 6.9, and it is considered that a new docking station in the vicinity of the site for which a financial contribution should be made through the Section 106 Agreement.

The proposed development will add to the cumulative impacts on crowding at Vauxhall Underground Station, however it is TfL view that as the development trips are largely expected to be off peak, the proposed development will not have a detrimental impact on Underground services.

The proposals will generate additional demand for travel to and from Vauxhall bus station and bus stops adjacent to the site.

Network Rail – No response at time of writing

Thames Water –

Transport for London (TfL) - TfL has undertaken a detailed transport study of the Vauxhall Nine Elms Battersea Opportunity Area (VNEB OA). The findings
recommend that a major public transport intervention is required in order to maximise and support new development and growth. The constraints on public transport, infrastructure and highways are identified as a potential major barrier to the development of the area. The option for a fully privately financed extension to the Northern Line from Kennington to Battersea Power Station with an intermediate stop in the Nine Elms area supported by wider package of bus, highway, pedestrian and cycling enhancements has been identified as the preferred option.

TfL welcomes further involvement and discussion in order to secure an appropriate level of mitigation towards bus capacity and bus infrastructure works in the Vauxhall area, public realm and pedestrian enhancements and other infrastructure requirements in the wider opportunity area. In addition further information is required in respect of the student moving (NB: a ‘student move in/out plan’ condition is recommended) and travel plans for the site.

Otherwise, and subject to conditions and the s106 obligations, TfL are satisfied that the transport impacts are acceptable.

Wandsworth Council – informatives provided regarding the importance of the links to VNEB, labour clauses, visual impact assessment and open space provision

6.8 The following consultees within the Council were consulted and their responses are summarised as follows:

Conservation and Design - We have been involved in extensive pre-application discussion on this site for some time.

This is a difficult site sandwiched between the road and the railway viaduct. It would be good to see it delivered given its prominent location and current unkempt appearance.

Context
The proximity of Vauxhall Park and the adjoining Vauxhall and St Mark’s Conservation Areas make this site sensitive to tall building development. However, previous arguments that tall buildings on the Bondway site would harm the setting of the park and conservation areas were not upheld following the Bondway planning appeal. Indeed the Inspector concluded that the impact would be acceptable. Given the proximity of the Bondway site (immediately over the viaduct) from this site and the comparable bulk and mass of the two schemes when viewed from Vauxhall Park it is our view that it would be very difficult to argue that there was harm to the historic environment given the Bondway appeal decision.

Indeed in most of the local views the building, whilst imposing, does not have a particularly harmful impact. The worst views appear to be from within the Vauxhall heart area which is earmarked for a concentration of tall buildings – as a tall building cluster emerges the stark prominence of the proposal in these views will be diminished significantly.
**Uses**
We welcome the introduction of an active frontage to the street; this will do much to switch on what is currently a rather dead section of South Lambeth Road.

**Design**
The design has evolved a great deal with our input and input from CABE and GLA. We consider it a carefully considered composition. The materials reinforce local distinctiveness through the palette and by referencing the tradition of architectural ceramic production on Albert Embankment.

Our only reservation about the design is a minor one – the treatment of the fenestration in tall regular vertical slots unfortunately gives the facades an excess of rigidity which perhaps over-emphasises the sheer character and mass. However, this is a minor concern and not one which would warrant a ground of refusal.

**Crime Prevention Design Advisor** - The Council’s Crime Prevention Design Advisor provided valuable guidance to the applicants at the pre-application stage and raised a number of concerns which were addressed prior to the application being submitted formally.

The primary concern related to the potential impact of students in terms of anti-social behaviour. The concerns relate to both the impact that the students themselves would have in the locality in terms of noise, disturbance etc and to the attraction they create for street crime given their likelihood of owning laptops, mobile phones and other electronic equipment. With these issues in mind the Crime Prevention Design Advisor recommends that there should be a robust internal access management plan for the building with entrance concierge and/or security presence.

Also, concern was raised as to how the building would be designed at street level. Whilst it is acknowledged that the scheme has evolved following the submission of the formal pre-application submission, the current proposals indicate a significant level of activity at ground level and natural surveillance of the frontage of the building and cycle rack. It is thus acknowledged that the proposal does address the concerns raised by the Crime Prevention Design Advisor.

It is noted that there are a number of hostels for the homeless in Vauxhall, many of whom are street drinkers, who may seek refuge within a recessed ground floor, which in turn may exacerbate any anti-social behaviour. These matters into account in the design evolution of the building and the amendments to the ground floor are acknowledged in this context.

A further matter was raised in relation to the access road to the rear of the proposed building. It will be necessary to incorporate a management plan indicating how the building will be serviced and specifying delivery times. The management plan should also outline the surveillance measures which will be incorporated to ensure that no unauthorised persons may enter or congregate at the rear of the site.
Allied to these points, is the need to ensure that the public realm around the building is well lit and maintained. To this end, the matter can be addressed by an appropriate pre-occupation condition.

**Parks and Open Spaces**

The potential influx of a significant number of students into these green spaces can be mitigated by ensuring adequate amenity provision on site, including the provision of a leisure facility and a significant financial contribution in a Section 106 Agreement. Given the difference in their character and location, it is anticipated that the secured financial sum would go towards biodiversity in Vauxhall Park and activity facilities in Spring Gardens. It is acknowledged that the proposed leisure facilities and swimming pool on the application site are considered to be significant forms of mitigation in their own right and their availability to the wider community is welcomed and positively influential when considering the impact on the scheme.

**Planning Policy**

It is considered that the planning application is policy compliant.

**Regulatory Services (Health and Safety)**

**Regulatory Services (Noise Pollution)**

**Street care**

**Friends of Vauxhall Park**

We acknowledge that the developer consulted us in the lead up to their planning application and that they have attempted to address some of the concerns raised by residents - in particular increasing the size of the swimming pool. We see great potential for the park and the swimming pool to work well together for the benefit of local people, provided that the entrance to the pool is set at an affordable rate for everyone and access is open.

Friends of Vauxhall Park have concerns regarding the potential overshadowing of the park, and the assessment submitted with the application. The height of the building, in such close proximity to the park, is of great concern to us. The daylight and sunlight study on overshadowing concluded that the sun-dialling effect of the building's shadow over the park would be negligible in its' impact, which we dispute for the following reasons:

- The study is misleading in that it exaggerates the impact of the trees thus diminishing the impact of the building.
• We also note that the playground for the young children is impacted by the shadow from just after 5pm in the height of the summer, just when there are likely to be many children about.

• The park shuts at sunset in the summer (roughly 9.30pm) and people use the park right up until that point - however the overshadowing study for 21st June stops at 8pm.

• The study wrongly assumes that the trees will be there forever. Many tree species are under threat because of a number of new diseases affecting them.

In an area of open space deficiency we should be doing all we can to enhance and protect the current amenity of open spaces not degrade them.

The group register the need for significant contributions from this development to ameliorate for the increased usage that would follow from the 500+ units that are proposed. During consultation we requested a financial contribution in the form of an endowment to help maintain the park - in particular the flower beds nearest the building.

**Transport.**

**Site & Accessibility**

The Site is located within short walking distance of a number of different modes of transport giving a PTAL grading of 6b (‘Excellent’).

Vauxhall Underground (Victoria Line) station within easy walking distance to the North-East. Vauxhall Rail Station is 200m to the North-East of the Site and a total of 11 daytime and three night bus routes are accessible from bus stops located at Vauxhall Bus Station 200m away.

**Trip Generation and Transport Impact**

The applicant has undertaken a comprehensive summary of appropriate sites from the TRAVL database the headline results of which are shown below;

**Student Accommodation – Predicted trips by Mode**

<table>
<thead>
<tr>
<th>MODE</th>
<th>Bus</th>
<th>Cycle</th>
<th>Rail</th>
<th>Tube</th>
<th>Walk</th>
<th>All</th>
</tr>
</thead>
<tbody>
<tr>
<td>NO. TRIPS</td>
<td>652</td>
<td>34</td>
<td>126</td>
<td>891</td>
<td>1208</td>
<td>2911</td>
</tr>
</tbody>
</table>

**Leisure Use – Predicted trips by Mode**

<table>
<thead>
<tr>
<th>MODE</th>
<th>Bus</th>
<th>Cycle</th>
<th>Rail</th>
<th>Tube</th>
<th>Walk</th>
<th>All</th>
</tr>
</thead>
<tbody>
<tr>
<td>NO. TRIPS</td>
<td>127</td>
<td>41</td>
<td>31</td>
<td>125</td>
<td>650</td>
<td>973</td>
</tr>
</tbody>
</table>
Public Transport

TfL has assessed the potential impact of the projected increase in trips on the tube, bus and rail network and have confirmed that they are satisfied that there should not be an unacceptable impact on service operation as a result. TfL have however requested that the applicant contribute £20,000 towards the upgrade of bus stops in the vicinity of the site to ensure that they meet all relevant accessibility criteria and are able to accommodate any increase in demand.

Walking

Walking will be the dominant mode of transport to and from the site with the majority of public transport journeys either starting or ending with a short walk to or from Vauxhall Cross. The trip generation figures suggest that roughly an additional 3,500 walking trips will be generated by the proposed development throughout a typical day. In order to accommodate this level of increase it is requested that the applicant contributes towards the upgrade and improvement of key walking routes to the site in particular the various tunnels running under the railway viaduct namely, Miles Street, Parry Street and South Lambeth Place. TfL supports this view and will work with the Council to develop a scheme of works to achieve the necessary improvements.

As part of the development works the applicant is proposing to make improvements to the footway across the frontage of the site and this will need to be secured through a S278 Agreement with TfL.

Legible London is a way-finding initiative to encourage walking and a contribution of £15,000 is sought towards providing 2 Legible London way-finding totems in the vicinity of the site to improve conditions for walking. This should be secured through the s106 agreement and will ensure compliance with London Plan Policy 6.10, ‘Walking’

Cycling

The trip generation figures do not suggest that cycling will be a particularly popular travel mode for the site but it is anticipated that this would increase significantly as a result of the public realm improvements proposed for the Vauxhall area and also due to the Travel Plan introduced through this scheme. Cycle parking is discussed further below.

Car Parking

Off-street:
The development is essentially Car Free with only two disabled car parking spaces provided to the rear of the site. Turn-tables would be installed to allow access without using land owned by Network Rail although it is not clear why this as the applicant had previously indicated that their site had access rights across this land. If turntables are to be used then full details of these will need to be secured by condition to ensure that they are of an appropriate design to be used by disabled drivers i.e. they must be fully motorised with the control panel in an accessible location. It has also been agreed to safeguard additional space on site which can be converted into additional disabled parking should the need arise at a later date.

London Plan standards require a minimum of 1 electrical vehicle charging point (EVCP) for the disabled bays and further details on this should be secured by condition.

On-street:
The Section 106 agreement will be used to ensure that students are not considered eligible for on street parking permits in the area and as such the development would have very limited impact on on-street parking levels.

Vehicle Access

Existing vehicle access to the Site is off the A203 South Lambeth Road which continues along the lane down the rear of the Site, re-emerging at Miles Street. The lane is in Network Rail ownership. The access is to be retained as existing to provide access to the two disabled car parking spaces as well as existing occupiers of the railway arches.

Servicing & Deliveries

During the pre-application stage the applicant indicated that the private access road running between the site and the viaduct would be used for service vehicles, however, this is no longer the case with all servicing now proposed to take place to the front of the building on South Lambeth Road. As this is part of the TLRN with a bus stop located immediately in front of the site its use for servicing raises concerns over the impact on traffic flow and bus service operation. A Delivery & Servicing Management Plan should be secured by condition and TfL have suggested that this could be incorporated within the Travel Plan and this is acceptable but prior to consent being granted it is essential that the basic principles and outline details of servicing should be agreed.

Cycle Parking

The development provides capacity to store 288 student cycles through a combination of 92 safe, secure and sheltered double stack cycle parking stands with additional Brompton lockers at level 2, providing space for 196 folding bikes. The use of double stacking racks is not always a suitable solution given the increased amount of physical effort required to store a bike but considering the site’s use by students it is accepted that the majority of users would be physically
capable of this and that there is sufficient alternative cycle storage for those that aren’t.

It has been agreed that the provision of Brompton bikes will form part of each student’s tenancy agreement.

Cycle parking for visitors to both the gym and residential elements is provided within the site, outside the main entrance where 16 Sheffield stands will be installed, providing space for 32 cycles. This is considered appropriate.

TfL Cycle Hire

TfL considers that a docking station of roughly 36 docking points is necessary to cater for the demands of this scheme and a s106 contribution of £195,000 is therefore sought for this to mitigate the impact of the development. The precise location of this docking station is yet to be agreed and will be included within the wider Vauxhall public realm improvement scheme.

Car Club

There are five car club locations within 200m of the site including spaces on Lawn Lane, Bondway and Langley Lane, operated by City Car Club and Streetcar. There are also 2 spaces within the gated parking area of Rudolf Place which is adjacent to the site and from reviewing the current usage levels of these bays it is considered that the existing provision is sufficient to cater for any demand generated by the development. The applicant has stated that information on local Car Clubs will be included in students welcome packs.

Travel Plan

The applicant has submitted a Framework Travel Plan to cover both uses on the site and the objectives and measures within it form a very good basis for the final travel plans which should be secured, monitored, reviewed, and enforced through the Section 106 agreement.

Student Management Plan (SMP)

An SMP has been submitted with the application and these sets out the proposed management of the student accommodation and particularly the move in and move out periods at the beginning and end of term. Whilst this is considered to be a good basis for the SMP further details are required in a number of areas and as such it is requested that a more comprehensive SMP is submitted for approval prior to occupation.

Conclusion

Lambeth Transport require further clarification on the proposed Servicing arrangements before being able to fully support the scheme, however, whilst there are concerns over the quality and capacity of the public realm surrounding the site these can be addressed as part of the wider Vauxhall public realm scheme.
currently being progressed jointly by Lambeth and TfL. Therefore subject to resolution over the Service & Delivery arrangements and the s106 obligations and conditions the scheme could be supported.

7.0 RELEVANT POLICIES

7.1 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.

7.2 The development plan in Lambeth is:

- The London Plan (adopted July 2011);
- Lambeth’s Local Development Framework (LDF) 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 supersede by the LDF Core Strategy January 2011’.

7.3 It should be noted that given the recent adoption of the council’s Core Strategy, the policies contained therein and those remaining in the UDP are in general conformity with the recently adopted London Plan. For the purposes of this recommendation report therefore the assessment will concentrate upon the development’s compliance, or not, with Core Strategy and UDP Policies. Reference will only be made to London Plan Policies where there is conflict or where it is necessary and/or appropriate to do so.

7.4 Material considerations include national, regional and local planning policy statements, planning policy guidance and Supplementary Planning Documents.

7.5 London Plan

7.6 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 to 2031. It forms part of the development plan for Greater London. London boroughs’ local plans need to be in general conformity with the London Plan, and its policies guide decisions on planning applications by councils and the Mayor.

7.7 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 4.5 London’s visitor infrastructure
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 5.11 Green roofs and development site environs
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 sounds capes
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

7.8 Lambeth’s Local Development Framework Core Strategy

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

7.10 The following Policies of the Council’s Core Strategy are relevant to the current planning application:

Policy S1 – Delivering the Vision and Objectives
Policy S2 – Housing
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

Policy PN2 – Vauxhall
The Council will support mixed use development at Vauxhall for employment uses, housing, retail, hotel, student accommodation, leisure, entertainment and other commercial and community uses in line with its Central Activity Zone designation and as part of the wider London Plan Vauxhall/Nine Elms/Battersea Opportunity Area, to develop a distinct heart, recognisable sense of place and definite identity with distinct quarters to achieve a sustainable and vibrant urban area and to fulfil its role as a coherent centre, as well as linking with and benefiting adjoining areas and their communities. Overall, development will be supported to provide at least 3,500 new homes and 8,000 jobs in the Vauxhall area and appropriate community and public transport infrastructure improvements will be sought.

7.11 UDP Policies, saved beyond 5th August 2010

7.12 The following policies (whole or part thereof) of the adopted Unitary Development Plan (2007), saved beyond 05 August 2010 and not superseded by the adoption of the Core Strategy, are relevant to this application:

Policy 7 Protection of Residential Amenity;
Policy 9 Transport Impact;
Policy 14 Parking and Traffic Restraint;
Policy 19 Active Frontage Uses;
Policy 26 Community Facilities;
Policy 29  The Evening and Late Night Economy, Food and Drink and Amusement Centre Uses;
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 40  Tall Buildings;
Policy 41  Views;
Policy 47  Conservation Areas;
Policy 50  Open Space and Sports Facilities; and

7.13 **National Planning Policy Framework (NPPF)**

7.14 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.

7.15 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.

National Planning Policy Framework (NPPF)

The NPPF came into effect on 27th March 2012 and is a material planning consideration. The most relevant sections are:-

Chapter 4   Promoting sustainable Transport
Chapter 6.  Delivering a wide choice of high quality homes
Chapter 7.  Requiring good design
Chapter 12 Conserving and enhancing the historic environment

7.16 **Regional Guidance**

7.17 In March 2012, the Mayor adopted a planning framework for the Vauxhall / Nine Elms / Battersea Opportunity Area (hereafter referred to as the VNEB OAPF). 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.

7.18 The framework sets out an ambition for around 16,000 new homes and a range of 20,000 - 25,0000 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; and 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.

7.19 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.

7.20 **Local Guidance**

7.21 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

7.22 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 and can be attributed limited weight.

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

### 8.0 PLANNING CONSIDERATIONS

#### 8.1 Land Use

**Development Plan Policy**

8.2 The NPPF is a material planning consideration of weight. It advises a presumption in favour of sustainable development and for approving development proposals that accord with development plans without delay.

8.3 The site is located within the London Plan designated Central Activities Zone (CAZ) and the London Plan designated Vauxhall, Nine Elms and Battersea Opportunity Area (the VNEB OA).

8.4 London Plan Policy 2.10 sets out the strategic priorities for the CAZ, which include supporting the distinct offer of the CAZ based on a rich mix of local and well as strategic uses and bringing forward and implementing development frameworks for CAZ, opportunity and intensification areas to benefit local communities as well as providing additional high quality, strategic development capacity.
8.5 The Vauxhall, Nine Elms and Battersea Opportunity Area is identified in the London Plan, on the basis that the area is capable of accommodating substantial new jobs and homes. Policy 2.13 of the London Plan sets out the expectation that developments in the opportunity area "optimise residential and non-residential output and densities, provide necessary social and other infrastructure to sustain growth, and, where appropriate, contain a mix of uses".

8.6 The Opportunity Area Planning Framework OAPF (adopted March 2012) sets out a capacity and land use strategy for the area and identifies the area within which the application site sits as being for high density mixed use focal point for office, retail and housing.

8.7 Policy PN2 of the Core Strategy is area specific to Vauxhall and sets out the council’s development aspirations and objectives for that area. In particular Policy PN2 identifies that the council is supportive of mixed use development at Vauxhall for employment uses, housing, retail, hotel, student accommodation, leisure, entertainment and other commercial and community uses in line with its Central Activity Zone designation and as part of the wider London Plan Vauxhall/Nine Elms/Battersea Opportunity Area. Of identified importance for Vauxhall is the need to develop a distinct heart, recognisable sense of place and definite identity with distinct quarters to achieve a sustainable and vibrant urban area and to fulfil its role as a coherent centre, as well as linking with and benefiting adjoining areas and their communities. Policy PN2 sets out council support for at least 3,500 new homes and 8,000 jobs in the Vauxhall area and for the provision of appropriate community and public transport infrastructure improvements.

8.8 With specific regard to the South East Regeneration Arc character area, Policy PN2 (g) supports a residential-led mixed-use quarter with retail, retaining a significant employment element to the south of the Vauxhall Heart through the redevelopment of opportunity sites, enhancing connectivity between the Vauxhall Heart, the riverside and Nine Elms/Battersea to the south creating a street frontage with active ground floor frontages along Wandsworth Road linking to Vauxhall Heart.

Proposed Uses

8.9 The proposed land use is consistent with the development plan land use designations and with the uses promoted in this location by the current development plan policy and the supporting OAPF.

Student Accommodation

8.10 There is no policy objection in principle to the provision of student accommodation on this site, which given the location next to the railway viaduct does not lend itself to more conventional residential development. The provision of student housing within the Vauxhall area fits neatly with London Plan Policy (Policy 3.8), the VNEB OAPF and Core Strategy Policy PN2. The applicant has agreed to a s106 agreement clause securing the use in perpetuity meeting a key
planning policy requirement which removes the requirement for an affordable housing provision under the provisions of London Plan Policy.

8.11 There are no room size or amenity space standards currently in place for student accommodation. The standard bedroom sizes for this development are 12.5 sqm of net internal area (including a built in storage cupboard and en-suite bathroom). The larger premium rooms would be 14.2 sqm and the fully accessible bedroom suites would measure 21.2 sqm. In addition to communal lounges and kitchens included in each of the cluster arrangements, the building would also provide larger communal areas such as shared IT and study suites, large open lounges and games rooms and fully accessible external terraces. An area of approximately 1,000 sqm of internal and external communal amenity space.

8.12 The applicant has a successful track record in delivering and managing student accommodation and Lambeth Officers have no evidence to suggest that the accommodation will be either substandard or unfit for purpose.

8.13 In addition, the development would deliver a 20m pool and gymnasium facilities, which would be of amenity value to the student residents and also to the local community.

Leisure Centre/Community Use Agreement

8.14 The swimming pool and gym facilities, accessible for the local and wider community, are a use compatible for the Central Activities Zone and VNEB OA designation of the site. The facilities would benefit and help link the development to its neighbouring communities.

8.15 To ensure that the proposed facilities meet the strategic need for pools in the Borough, the applicant and Greenwich Leisure Ltd have committed to the signing of a legally binding Community Use Agreement (CUA) with the Council to ensure that appropriate access to the pool will be provided for the local community in perpetuity. This agreement, which will be implemented upon commencement of development, will include details of pricing policy, hours of use, access by non-school users/non-members, management responsibilities and will include a mechanism for review. The CUA will be secured via the s.106 agreement.

Employment Generation

8.16 Having regard to the HCA Employment Densities Guide (2010) and to an assumption that the student accommodation will provide an element of employment, the following potential employment densities could be generated by the development:

<table>
<thead>
<tr>
<th>Use Class</th>
<th>Jobs</th>
</tr>
</thead>
<tbody>
<tr>
<td>Student Accommodation</td>
<td>C1 572 Rooms 17</td>
</tr>
<tr>
<td>Leisure/recreation</td>
<td>D2 Gym/pool 24</td>
</tr>
<tr>
<td>TOTAL</td>
<td>41</td>
</tr>
</tbody>
</table>
8.17 The application proposals would generate some 40 jobs, which would result in a significant uplift in jobs from the existing situation and would provide job opportunities during the construction stage and as part of the s.106 general employment and training contribution. These are material planning benefits that weigh in favour of approving the scheme.

**Landuse Conclusions**

8.18 Given the policy context specific to the OAPF and the Core Strategy and having regard to the community and planning benefits that the development would deliver, it is considered that sufficient justification exists to enable the positive determination of the application. Moreover, the scheme would bring lasting regeneration and social benefits and contribute to economic growth in this part of Lambeth. The scheme would contribute to a mix of uses and activity of benefit to the immediate locality and the wider area, in accordance with relevant development plan policy.

8.19 **Design**

8.20 During the initial design process for the South Lambeth Road scheme the design for a triangular tower evolved after considering various forms and outlines for the building. Based on the site’s irregular geometry, its location wedged between the railway viaduct and South Lambeth Road and the client’s brief and requirements for this mixed use development, the triangular shape emerged as an unusual but efficient building form for this specific site and building.

8.21 The plan’s geometry enabled the design to develop in a three dimensional and sculptural form that responds to the diverse context of the existing and emerging neighbourhoods in the Vauxhall area.

8.22 The consultation process with the London Borough of Lambeth, English Heritage, CABE, various neighbourhood groups, local residents and adjoining landowners, Sport England and the GLA, influenced the design and led to various changes to the design, ranging from internal layout re-configurations to changes to the cladding material and massing amendments.

8.23 Following the application for detailed planning permission in November 2011, the continued dialogue with LBL and the GLA resulted in further amendments to the massing of the scheme by reducing the size of the upper floors and creating larger set backs with a more visible stepping movement in the form, especially along the eastern elevation.

8.24 As a result of these changes the overall number of student accommodation bedrooms has been reduced from 572 to 553.

8.25 The newly adopted VNEB Opportunity Area Planning Framework identifies the application site as a suitable location for a tall building in the Vauxhall tall buildings cluster along with three other sites to the east of the railway viaduct (Keybridge House, Sky Gardens and Sainsbury’s Nine Elms). However, any development on
the application site, due to its proximity to adjacent conservation areas to the east, must also respect these areas.

8.26 In response to this, the scale and massing of the building has been designed to provide a step-down from the taller buildings proposed around Vauxhall Cross to the residential community beyond the railway lines. The proposal would overcome the long-standing separation between those parts of Vauxhall divided by the railway viaduct and would signal the regeneration of the area at the north and west, help to identify a new heart of Vauxhall and connect the established residential community to the new one.

8.27 Precedents exist for taller buildings on the eastern side of the railway line including the existing Keybridge House (occupied by BT) to the immediate south of the application site which stands at 86 metres (10m lower than the current proposal). Planning permission has also been granted for the ‘Sky Gardens’ scheme which provides for a 120 metre tall building on a site 300 metres south at the corner of Wyvil Road and Wandsworth Road. In this way, the proposed height of the scheme is in keeping with both policy and the existing and emerging context of the area.

8.28 To ensure the building responds to the townscape surrounding its location, the massing of the building has been stepped back along its eastern edge to create a smaller and more slender tower element at the higher storeys.

Appearance/Architecture

8.29 It is considered that the high quality of the design and careful consideration of its visual effect will result in the building having a beneficial impact on the local built environment, including the adjoining Conservation Areas.

8.30 The building would be of a slender form with fragmented fronts responding well to the context. The use of terracotta cladding is considered an interesting and supportable approach for this proposal; albeit that the overall success of the scheme will depend on the quality of the materials and the detailing, durability and low maintenance. The quality of the materials would be ensured by the recommended conditions.

8.31 The Base of the proposed building, comprising a leisure suite and swimming pool, introduces a clear and defined frontage on this currently empty plot along South Lambeth Road which ties in with the surrounding buildings. Extensive glazing is used on the ground and first floor level to create an attractive and active frontage with views from the street-level into the fitness suite on first floor levels and down to the swimming pool located on the lower ground floor. A set back in the building at ground and first floor level shelters both entrances from the elements and widens the pavement area along the street and around the existing bus shelter. The public leisure centre will activate this stretch of south Lambeth Road and the arcade design is a welcoming gesture to the public.

8.32 At present this section of South Lambeth Road is dominated by a number of inactive frontages, including the elevated railway viaduct and its associated
underpasses, which contribute to an unwelcoming pedestrian environment, particularly at night.

Heritage Assets

8.33 The proposed development will appear in the setting of a number of designated heritage assets, including Conservation Areas, Listed Buildings and the World Heritage Site. However, the development would be of a high quality of architecture and would not harm the value of those assets. This is a view corroborated by GLA Officers, English Heritage Officers and the council’s own Conservation and Design Officer.

Design Conclusions

8.34 Lambeth officers consider that the development is acceptable in design terms, subject to the recommended conditions set out at the end of this report.

8.35 Sustainability

8.36 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.

8.37 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

8.38 Sustainable design is at the core of the proposed building and the approach revolves around the building’s specific use, its location and orientation. Following the environmental design principles of be lean, be clean, be green, the design of the building needs to ensure that the development carries only a minimum base energy load. The design succeeds in minimising the building’s energy consumption by using high levels of thermal insulation in all facade components, a high rate of air tightness and a careful balance between glazed and solid areas in the building’s elevation to find the optimum balance level between day lighting and solar heating gains.

8.39 The aspiration is to achieve a minimum BREEAM rating of ‘Very Good’ and to seek means of improving the score to an ‘Excellent’ target. It is proposed to use a single energy centre for the whole development which incorporates a zero carbon
technology in the form of a Combined Heat and Power (CHP) plant to generate hot water and power for the residential and community elements of the scheme. The scheme aims to meet the Target Emission Rating of Part L2A 2010 for the residential accommodation before the introduction of any zero carbon emission sources.

8.40 It is proposed to integrate in the scheme water efficient devices such as dual flush toilets and leak detection, water metering and flow regulated taps. Living roofs at levels 04, 21 and 29 and planting on the two large external roof terraces provide an opportunity to enhance the biodiversity of a site that is currently predominantly used for storing cars. A detailed Sustainability Statement accompanied the planning submission and thus forms part of this planning application.

8.41 Both Lambeth and GLA officers are satisfied that the applicant has broadly followed the energy hierarchy and the proposals are broadly acceptable.

Climate Change Adaption

8.42 The Proposed Development is targeting a very good rating under BREEAM New Construction 2011. Achievement of such would comply with the council’s minimum requirements, as set out in the council’s adopted SPD.

Overall Carbon Savings

8.43 Overall the application submissions set out a reduction of 25% in regulated carbon dioxide savings compared to a 2010 Building Regulations compliant scheme - meeting the target set in the London Plan 2011. Whilst at the time of writing further information had been requested by the GLA (and provided by the applicant), this does not preclude the ability of the recommended conditions to ensure the carbon saving reduction commitments so as to secure the delivery of a policy compliant scheme.

8.44 In the circumstances it is considered that the council may be satisfied that conditions could ensure that the development achieves sufficient standards of sustainable design and construction and the implementation of district heating networks and other effective forms of Carbon Dioxide reduction and climate change adaption, in accordance London Plan Policy, with Core Strategy Policies S7 and PN2 and with UDP Policy 35.

Amenity

8.45 There are no policy requirements or guidelines for the provision of amenity space for student accommodation. However, the applicant has exceeded the GLA requirements for shared amenity space in affordable housing.

8.46 Internal amenity areas for the students include shared IT and studying suites on Level 3 and a large open lounge and games room on Level 4 opening out to a fully accessible outdoor terrace.
8.48 The scheme also includes a fully accessible roof terrace where the façade continues up to 5.5m above the roof terrace level, creating a windbreak that shelters users. The outdoor terraces will be landscaped to cater for a wider range of uses including sunbathing and planted areas.

8.49 While students within the proposed development will also use Vauxhall Park, and other local parks such as Spring Gardens, it is envisaged that the proposed amenity spaces within the development itself will represent an attractive alternative. In addition, students will have access to the proposed leisure facilities within the building which will act as a further mitigating factor against their use of local parks. The development will also include communal kitchen and lounge areas within each cluster.

Daylight/Sunlight

8.50 The planning application is accompanied by a daylight and sunlight assessment. It demonstrates that the development would have negligible impact on daylight, sunlight or overshadowing to nearby residential properties in accordance with the BRE guidelines. Any overshadowing of Vauxhall Park will be limited to a small proportion of the park for a limited time in late afternoon for part of the year.

8.51 In order to minimise the overshadowing impact on surrounding buildings the massing implications have been carefully monitored throughout the design process and daylight and overshadowing studies undertaken. The size of the footprint of the tall element of the building has been optimised to be as small as possible and create a narrow shadow which moves throughout the day and does not create any permanent overshadowing on the opposite residential buildings or Vauxhall Park.

8.52 In response to the further concerns of the Friends of Vauxhall Park, the applicants were requested to review their assessment, extending the analysis period to 21.00 hours. In response the applicant’s consultants responded as follows:

§ Our study was undertaken using 3D computer model and specialist daylight and sunlight computer software. The sunlight available on the ground was tested whilst applying the CIE standard overcast sky, as specified in BRE Report 209, “Site layout planning for daylight and sunlight: A guide to good practice”, (second edition 2011) and British Standard, BS 8206-2:2008: Lighting for buildings –Part 2: Code of practice for day lighting.

§ Friends of Vauxhall Park have commented that they believe the study is misleading as it exaggerates the impacts of the trees, thus diminishing the impacts of the proposed development. In response to this comment the consultant advises In response to this comment I would say “that, if anything, our study underestimates the overshadowing effect of the trees on the ground. I refer to Anstey Horne drawing ROL6509_1_307 and compare this with the aerial photograph of Vauxhall Park in the summer months. It is quite clear that we have shown the expanse of the tree canopy smaller than actually exists for much of the year. When examining the aerial photo in closer detail you will note that there is a large degree of overlapping between the tree canopies
providing little or no sunlight on the ground, whereas in our overshadowing assessment we acknowledge there may be some light transmission around the edges of the canopy and therefore we have shown there to be some sun on the ground between the trees. Therefore, the slender additional “finger” of shadow that is created by the proposed development would be in fact negligible.”

We acknowledge that children are likely to occupy the playground area at 5pm in the height of summer. However, our drawing ROL6509_1_308 shows no additional shadow on the playground at that time. Anstey Horne drawing ROL6509_1_309 identifies the shadow cast by the proposed development at 6pm and you will see the additional shadow is negligible. It should be noted that the shadow created by the development is transient and that this negligible effect will occur for no greater than one hour on any given day.

With regard to the hours that overshadowing is assessed on 21 June, as they correctly assert it is not dark at 8pm. However, the BRE report states in 3.3.8 that “Sunlight at an altitude of 10o or less does not count, because it is likely to be blocked …….” Using our specialist software we have calculated that at 8pm GMT on 21 June in London, the sun will be this altitude at 9.6°. This assumption is confirmed in drawing ROL6509_1_311 which shows very little sunlight on the ground. Also, you will see from Anstey Horne drawing ROL6509_1_310, that at 7pm the additional “finger” of shadow has passed two thirds of the way across Vauxhall Park and if the tracking of the shadow were to continue through to 9pm, the shadow would have passed beyond the park boundaries.

The removal of trees in the future will only increase the sunlight on the ground in overall terms, although we would expect dead trees would be replaced. However, the more important point is that we are seeking to establish the additional shadow created by the proposed development and to do so we must compare the existing conditions. In conclusion, we believe that our technical study and report properly illustrates the potential overshadowing effect of the proposed development on Vauxhall Park. The existing overshadowing effect of the trees has not been exaggerated and in reality is greater than shown in the key spring and summer months. The overshadowing effects of the proposed development on the ground to the park are transient and should not affect any one part for greater than one hour. The effect of the proposed development on the children’s playground is negligible when compared to the existing trees.

Privacy/Outlook

8.53 The nearest residential properties to the redevelopment are within the nearby Vauxhall Conservation Area, and it is not considered that the proposed development will result in any adverse impact to residents in respect of privacy and overlooking.
Proposed Use

8.54 The development would not introduce any uses that would prove unacceptably harmful to the residential environment of the locality. The proposed uses are uses which are compatible with the adjacent uses without detriment to the amenity of that area by reason of noise, vibration, smell, fumes, smoke, soot, ash, dust or grit.

8.55 The management of the uses included within the proposed development will be important to the overall and long term success of the scheme; as well as to protect the amenity of adjacent land uses in accordance with Core Strategy Policy PN2 and saved UDP Policies 7, 26, 28, 29 and 33. The applicant is an experienced property manager and it is its intention to retain ownership of the site and manage the site comprehensively. A full management plan for the site would be prepared and agreed with the council prior to the occupation of the development – as per the recommended condition and in line with the commitments to good practice set out in the application submissions.

Impacts During Construction

8.56 It is inevitable that there would be an element of noise, disturbance and inconvenience during the construction period. However, such impacts would not outweigh the long term benefits of the development; especially where a range of measures that would minimise such impacts as far as is reasonably practicable could suitably be secured by way of planning conditions.

8.57 Crime

8.58 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. In addition, the submissions set out that the applicant will maintain a full site management plan including a fully integrated security plan for the ongoing safety and management of the site. This will include lighting, CCTV and gates to secure sensitive areas.

8.59 Outside of the site, s106 monies are to be secured to improve the pedestrian environment. Such monies could be used to improve lighting and potentially provide CCTV coverage.

8.60 Section 17 of The Crime and Disorder Act 1998 which imposes an obligation on the Local Planning Authority to consider crime and disorder reduction in the assessment of planning applications. Such commitments by the applicant 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.
8.61 **Bio-diversity/Ecology**

8.62 There is no current evidence to suggest that the redevelopment of the site itself would result in the loss of any existing flora or fauna at the site of identified importance.

8.63 It is also the case that the green/brown roofs of the development will enhance bio-diversity so that such credits may be targeted in the delivery of a BREEAM 'Very Good' scheme. The conditions of the consent would ensure appropriate management of these spaces.

8.64 In the circumstances the development need not fail against the bio-diversity policies of the development plan.

8.65 **Management of Surface Water/Flood Risk**

8.66 Policy S6 of the Core Strategy commits the council to working with the Environment Agency in order to manage and mitigate flood risk.

8.67 The Environment Agency has no comments upon the application.

8.68 **Transport Matters**

**Site & Accessibility**

8.69 The scheme takes advantage of the site’s good public transport connections and is designed as a ‘car free’ development. With the exception of two accessible spaces no further car parking is provided on the site. Safe, secure, sheltered and accessible bicycle parking for residents and visitors will be provided at ground level and within the building, providing storage space for over 300 bicycles on the site.

**Car Parking**

8.70 The proposed development would only provide on-site car parking for disabled drivers, and on-site spaces are proposed; together with an appropriate S106 obligation preventing all future occupiers (except Blue Badge Holders) from obtaining on-street permits. The development would thus in effect be Car Free. Given the proposed use of the site, its location and its access to public transport services this approach is considered appropriate. A Car Parking Management Plan could be secured by condition to ensure that the 2 on-site parking bays are appropriately managed.

8.71 The recommended conditions should ensure that London Plan standards in relation to electric vehicle charging points are met.

8.72 Cycle parking is proposed in line with the relevant standards of the London Plan.
Construction Logistics/Management Plan

8.73 In line with TfL’s and Lambeth Transport’s recommendations, a Construction Management Plan would be secured by condition and submitted for approval prior to implementation of the works. The Plan would be required in order to ensure minimum disruption to the movement of traffic (including bus operations, cyclists and pedestrians) during the construction phase of this development.

Strategic Transport

8.74 TfL has undertaken a detailed transport study of the Vauxhall Nine Elms Battersea Opportunity Area (VNEB OA). The findings recommend that a major public transport intervention is required in order to maximise and support new development and growth. The constraints on public transport, infrastructure and highways are identified as a potential major barrier to the development of the area. The option for a fully privately financed extension to the Northern Line from Kennington to Battersea Power Station with an intermediate stop in the Nine Elms area supported by wider package of bus, highway, pedestrian and cycling enhancements has been identified as the preferred option – as identified in the now adopted VNEB OAPF. In addition, Lambeth has adopted (at Cabinet – January 2012) the Development Infrastructure Funding Study (DIFS) tariff for the purposes of negotiating Section 106 contributions.

8.75 In this regard, the development would be inclusive of s106 planning obligations and contributions in line with the levels expected pursuant to the DIFS tariff.

Servicing

8.76 Officers are currently in discussions with the applicant to agree the basic principles of a Servicing and Deliveries Management Plan. Thereafter such may be secured by condition. Officers will report on this matter via an addendum item.

8.77 Refuse Storage/Collection

8.78 The proposal includes an off-street servicing area which leads to the purpose built refuse stores accommodated within two separate rooms.

8.79 The submitted drawings indicate that a refuse vehicle would be able to turn around within the site and enter and exit in a forward gear.

8.80 TfL considers that the proposals represent a solution which is acceptable, subject to an appropriate condition limiting the size of vehicles (8m) accessing the site, so as to avoid any turning impact on the TLRN. The delivery and servicing plan and student management plans must ensure that deliveries and drop offs are managed in such a way so as to prevent any stopping on South Lambeth Road. TfL have requested to be consulted when the conditions are discharged for the Construction, Travel, Delivery and Student management plans.
8.81 S106, CIL, Impact Upon Local Infrastructure, and Benefits for the Wider Community

8.82 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.

8.83 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.

8.84 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.

8.85 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.

8.86 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.

8.87 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.

8.88 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.

8.89 On 1st 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. In practice, the CIL charge is
deducted from the VNEB DIFS tariff, and not an expected payment over and above.

8.90 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:

<table>
<thead>
<tr>
<th>Contribution</th>
<th>Amount</th>
<th>Method Calculation</th>
<th>of</th>
<th>Comment</th>
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<tbody>
<tr>
<td>Mayoral CIL and VNEB DIFS Tariff</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mayoral CIL</td>
<td>£671,230</td>
<td>19,178 sq. m x £35</td>
<td></td>
<td>19,178 sq. m is the total scheme GIA excluding plant space of 710 sq. m</td>
</tr>
<tr>
<td>VNEB DIFS Tariff</td>
<td>£24,850</td>
<td>17,315 sq. m x £40 = £692,600 - £671,230, minus Mayoral CIL requirement of £671,230.</td>
<td>17,315 sq. m is the total scheme GIA excluding leisure space (1,863 sq. m) and plant space (710 sq. m). This payment is the net VNEB DIFS Tariff payment due, once the mayoral CIL is accounted for. This payment would be applied toward expenditure priorities among the identified infrastructure requirement. Therefore it could form part of the contribution towards Vauxhall Park</td>
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<tr>
<th>TFL Requests</th>
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<tbody>
<tr>
<td>Mayor’s Cycle Hire Scheme</td>
<td>£195,000</td>
<td>Requested in TFL Letter to Council dated 27th Jan 2012</td>
<td>To provide a new docking station with 36 docking points in the vicinity of the site</td>
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<tr>
<td>Improvements to the two local bus stops</td>
<td>£20,000</td>
<td>Requested in TFL Letter to Council dated 27th Jan 2012</td>
<td>Includes possible installation of countdown system</td>
<td></td>
</tr>
<tr>
<td>Provision of 2 Legible London way-finding totems in the area</td>
<td>£15,000</td>
<td>Requested in TFL Letter to Council dated 27th Jan 2012</td>
<td>To improve conditions for walking in the vicinity of the site</td>
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<tr>
<td>Travel Plan and Monitoring Fee</td>
<td>£1,000</td>
<td></td>
<td>Plan to be submitted for the council’s approval and thereafter operated and updated for the duration of the development.</td>
<td></td>
</tr>
<tr>
<td>A Section 278 agreement to include works to repave the South Lambeth Road site frontage following</td>
<td>£TBC</td>
<td>Applicant to agree an acceptable figure with LB Lambeth Highways</td>
<td></td>
<td></td>
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<tr>
<td>Construction and any improvements to the site access junction</td>
<td>£TBC</td>
<td>Applicant to agree an acceptable figure with LB Lambeth Highways</td>
<td>Public Realm to include the provision of public art - particularly in terms of upgrade of Mile Street tunnel.</td>
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<tr>
<td>Public Realm Improvements in wider area including upgrade of Miles Street tunnel</td>
<td>£TBC</td>
<td>Applicant to agree an acceptable figure with LB Lambeth Highways</td>
<td>Potential subsidy of Cycle Hire Annual Membership and awareness and promotion of Oyster student discounts</td>
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<tr>
<td>Travel plan initiatives such as Mayor's Cycle Hire membership and public transport travel incentives</td>
<td>£TBC</td>
<td>Applicant to agree an acceptable figure with LB Lambeth Highways</td>
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<tr>
<th><strong>Other Section 106 Heads of Terms</strong></th>
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<tbody>
<tr>
<td><strong>Student Housing</strong></td>
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<tr>
<td><strong>Community Use Agreement</strong></td>
</tr>
<tr>
<td><strong>Parks and Open Spaces (Vauxhall Park)</strong></td>
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<tr>
<td><strong>Local Training in Construction Contribution</strong></td>
</tr>
<tr>
<td>Local Labour in Construction Commitments</td>
</tr>
<tr>
<td>General Employment and Training</td>
</tr>
<tr>
<td>Parking Permit Free Provisions</td>
</tr>
</tbody>
</table>

8.91 Before resolving to grant planning permission subject to a legal agreement members should therefore satisfy themselves that the subject matter of the proposed agreement will meet the statutory tests set out in the Community Infrastructure Levy Regulations.
9.0 SUMMARY AND CONCLUSIONS

9.1 Officers are recommending application 11/04510/FUL for approval.

9.2 The mix of uses proposed is considered to be generally compliant with existing Development Plan Policy and the OAPF.

9.3 There is an identified need for student housing across London and the site is eminently suitable for such provision given the excellent access to public transport and the neighbouring land uses.

9.4 The provision of leisure facilities including a swimming pool is positive facet of the development, which weighs heavily in favour of approval. The facility will deliver significant community benefits and help to connect the development with its neighbourhood. A Community Use Agreement would be entered into which will safeguard community use in perpetuity.

9.5 The scheme would regenerate a site that has been vacant for some time and provide in the region of 41 jobs. The development would deliver lasting social benefits (such as employment), contribute to economic growth in this part of Lambeth, and contribute a much needed activity of benefit to the locality community.

9.6 The design of the building has been well considered, having regard to its context within the Vauxhall Nine Elms Battersea Opportunity Area Planning Framework, the existing townscape context, and its proximity to neighbouring heritage assets of recognised importance. Whilst the original submission raised a number of townscape issues, the latest iteration and design is well articulated and the mass of the proposed structure relates well to views of Vauxhall Park. In this context the applicant has responded positively and meaningfully to all townscape concerns raised by the consultees.

9.7 Whilst the development would result in an element of overshadowing to Vauxhall Park, the extent of such would not give rise to ‘unacceptable harm’ – especially when weighed against the overall planning and regeneration benefits of the scheme. Notwithstanding the objections expressed by the Friends of Vauxhall Park, Lambeth Officers consider that the impact on the park has been robustly assessed and are in general agreement with the applicant’s conclusions on these matters.

9.8 Otherwise, the development would not result in any unacceptable harm to the residential amenity of neighbouring properties in a manner which can not be suitably mitigated through the listed conditions and s106 agreement.

9.9 The application includes appropriate commitments towards sustainable design and construction and to reducing carbon dioxide emissions beyond minimum building regulation requirements in accordance with planning policy requirements.

9.10 The development would deliver a substantial package of planning obligations via a Section 106 agreement in line with the Vauxhall Nine Elms Battersea
Opportunity Area Development Infrastructure Funding Study Tariff. Officers consider that these obligations would provide suitable mitigation against the impacts of the scheme.

9.11 The NPPF is a material planning consideration of weight. It advises a presumption in favour of sustainable development and for approving development proposals that accord with development plans without delay. The development is considered compliant with the relevant policies of the development plan and there are no material planning consideration that dictate that the application should nevertheless be refused.

9.12 Officers are therefore recommending that the application be approved subject to the recommend conditions and S106 obligations and to any direction from the Mayor.

10.0 Recommendation

Resolve to approve planning permission for application 11/04181/FUL, subject to the conditions set out below and to the s106 obligations set out in the report; for re-referral to the Mayor.

11.0 Procedural Matters

11.1 Under the arrangements set out in the Town and Country Planning (Mayor of London) Order 2008, the planning application is referable to the Mayor. The application has already been referred to the Mayor under Article 4 of the Order. The Council must consult the Mayor again under Article 5 of the Order if it subsequently resolves to make a draft decision on the planning application, in order that the Mayor may decide whether to allow the draft decision to proceed unchanged, or direct the Council under Article 6 of the Order to refuse the application, or issue a direction under Article 7 of the Order that he is to act as the local planning authority for the purpose of determining the application.

Summary of Reasons:

In deciding to grant planning permission, the Council has had regard to the relevant policies of the Development Plan and all other relevant material considerations. Having weighed the merits of the proposal in the context of these issues, it is considered that planning permission should be granted subject to the conditions listed below and subject to a s.106 planning agreement. In reaching this decision the following development plan policies were relevant:

London Plan:

Policies 1.1 (Delivering the strategic vision and objectives for London); 2.9 (Inner London); 2.10 (Central Activities Zone – strategic priorities); 2.11 (Central Activities Zone – strategic functions); 2.12 (Central Activities Zone – predominantly local activities); 2.13 (Opportunity areas and intensification areas); 3.1 (Ensuring equal life chances for all); 3.2 (Improving health and addressing health inequalities); 3.8 (Housing choice); 3.16 (Protection and enhancement of social infrastructure); 4.1 (Developing London’s
economy); 4.2 (Offices); 4.3 (Mixed use development and offices); 4.5 (London’s visitor infrastructure); 4.7 (Retail and town centre development); 4.8 (Supporting a successful and diverse retail sector); 4.12 (Improving opportunities for all); 5.1 (Climate change mitigation); 5.2 (Minimising carbon dioxide emissions); 5.3 (Sustainable design and construction); 5.5 (Decentralised energy networks); 5.6 Decentralised energy in development proposals); 5.7 (Renewable energy); 5.8 (Innovative energy technologies); 5.9 (Overheating and cooling); 5.10 (Urban greening); 5.11 (Green roofs and development site environs); 5.12 (Flood risk management); 5.13 (Sustainable drainage); 5.14 (Water quality and wastewater infrastructure); 5.15 (Water use and supplies); 5.16 (Waste self-sufficiency); 5.21 (Contaminated land); 6.1 (Strategic approach); 6.2 (Providing public transport capacity and safeguarding land for transport); 6.3 (Assessing effects of development on transport capacity); 6.4 (Enhancing London’s transport connectivity); 6.5 (Funding Crossrail and other strategically important transport infrastructure); 6.7 (Better streets and surface transport); 6.9 (Cycling); 6.10 Walking); 6.11 (Smoothing traffic flow and tackling congestion); 6.12 (Road network capacity); 6.13 (Parking); 7.1 (Building London’s neighbourhoods and communities); 7.2 (An inclusive environment); 7.3 (Designing out crime); 7.4 (Local character); 7.5 (Public realm); 7.6 (Architecture); 7.7 (Location and design of tall and large buildings); 7.8 (Heritage assets and archaeology); 7.10 (World Heritage Sites); 7.11 (London View Management Framework); 7.12 (Implementing the London View Management Framework); 7.14 (Improving air quality); 7.15 (Reducing noise and enhancing soundscapes); 7.18 (Protecting local open space and addressing local deficiency); 7.19 (Biodiversity and access to nature); 7.29 (The River Thames); 8.2 (Planning obligations); and 8.3 (Community Infrastructure Levy).

Lambeth’s Local Development Framework Core Strategy:
Policies S1 (Delivering the Vision and Objectives); S2 (Housing); S3 (Economic Development); S4 (Transport); S5 (Open Space); S6 (Flood Risk); S7 (Sustainable Design and Construction); S8 (Sustainable Waste Management); S9 (Quality of the Built Environment); S10 (Planning Obligations); and PN2 (Vauxhall).

Policies of the adopted Unitary Development Plan (2007), saved beyond 05 August 2010 and not superseded by the adoption of the Core Strategy:
Policies 7 (Protection of Residential Amenity); 9 (Transport Impact); 14 (Parking and Traffic Restraint); 19 (Active Frontage Uses); 26 (Community Facilities); 29 (The Evening and Late Night Economy, Food and Drink and Amusement Centre Uses); 30 (Arts and Culture); 31 (Streets, Character and Layout); 32 (Community Safety/Designing Out Crime); 33 (Building Scale and Design); 35 (Sustainable Design and Construction); 37 (Shopfronts and Advertisements); 39 (Streetscape, Landscape and Public Realm Design); 40 (Tall Buildings); 41 (Views); 47 (Conservation Areas); 50 (Open Space and Sports Facilities).
Conditions

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

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

2 Before commencement of development, full details of the proposed 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 and arrangements regarding: the notification of neighbours with regard to specific works; advance notification of road closures; details regarding parking, deliveries and storage (including details of the routing of delivery vehicles to and from the site and the accommodation of all site operatives', visitors' and construction vehicles loading, off-loading, parking and turning within the site during the construction period); 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 on the amenity of the area. The details of the approved Method of Construction Statement shall thereafter 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 avoid hazard and obstruction to the public highway. (Policies 7, 9 and 31 of the Saved Unitary Development Plan).

3 Notwithstanding the details shown on the approved plans, prior to the commencement of development, detailed construction drawings (including vents and extracts, shop fronts and soffits) at 1:20 scale shall be submitted to and approved in writing by the local planning authority. The development shall thereafter only be completed 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, 40, 43 and 47 of Lambeth’s Unitary Development Plan and Policies S9 and PN2 of Lambeth’s Core Strategy).

4 Notwithstanding the details shown on the approved drawings, prior to the commencement of development above ground a sample panel of the materials to be used in the external elevations of the buildings shall be provided on site for the local planning authority’s inspection and subsequent written approval. Thereafter the development shall only 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, 43 and 47 of Lambeth’s Unitary Development Plan and Policies S9 and PN2 of Lambeth’s Core Strategy).
5 No development above ground shall commence until full details of all gates and railings (including details of hinges, fixings, sections and locks) have been submitted to and approved in writing by the local planning authority. Thereafter, the gates and railings approved shall be provided in accordance with the approved details in advance of the first occupation of the development.

Reason: To ensure an adequate quality of detailed design so as to safeguard and enhance the visual amenities of the locality (Policies 33, 39 and 47 of Lambeth’s Unitary Development Plan and Policies S9 and PN2 of Lambeth’s Core Strategy).

6 No development works above ground shall commence until full details and a schedule of public realm works have been submitted to and approved in writing by the local planning authority. Thereafter no occupation of the development shall commence until the public realm works, as approved, have been implemented to the satisfaction of the local planning authority.

Reason: To ensure the provision of the public realm improvements necessary to facilitate the development (Saved UDP Policies 9, 39 and MDO88 and Core Strategy Policies S4, S9 and PN2).

7 Prior to the commencement of building works above ground, full details of the layout, landscaping (hard and soft), furniture and on-going maintenance of the external communal amenity space for the student accommodation shall be submitted to and approved in writing by the Local Planning Authority. The external communal amenity space shall thereafter be provided in accordance with the approved details prior to the occupation of the student accommodation and retained thereafter for the duration of the development.

Reason: To ensure the provision of a sufficiently high quality external communal amenity space for the development to benefit the occupants of the development and to lessen the impact of the development upon local amenity spaces that would otherwise occur (Policies 33, 39 and 50 of Lambeth’s Unitary Development Plan and Policies S9 and PN2 of Lambeth’s Core Strategy).

8 The internal communal spaces and facilities shown on the approved plans shall be made available for use prior to the first occupation of the student accommodation. Thereafter the areas and facilities shall be retained for the communal use for the duration of the development.

Reason: To ensure the provision of a high quality level of accommodation (Core strategy Policy S2).

9 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).
10 Prior to first occupation of any part of the development hereby permitted, details of all access control & segregation systems to the various uses and functions within the buildings, as well as access control into the car parking and servicing areas (to include the details and design of the access-control gate-sets) shall be submitted to and approved in writing by the local planning authority. The details as approved shall be provided in advance of the first occupation of the development and thereafter retained for the duration of use.

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).

11 Prior to first occupation, a Management and Maintenance Plan (including detailed risk assessments on community safety and security of residents and users, as well as the safety and security of the building, any car parking and amenity space and mitigation in respect to multi-use conflicts such as antisocial behaviour, litter and noise and potential crime risks) shall be submitted to and approved in writing by the local planning authority. Thereafter the development shall not be operated other than in accordance with the details as approved in the Management and Maintenance Plan.

Reason: To ensure that satisfactory attention is given to security and community safety and to residential amenity in the vicinity (Policies 7 and 32 of Lambeth’s Unitary Development Plan and Policy S9 of Lambeth’s Core Strategy).

12 Prior to the commencement of building works above ground level, full details of a lighting strategy, including details of the lighting of all communal and public areas in and around buildings 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 shall be maintained thereafter for the duration of the development in accordance with the approved details.

Reason: To ensure that satisfactory attention is given 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).

13 Notwithstanding the provisions of Article 3 and Class A of Part 2 of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 1995 (or any Order revoking or re-enacting that Order), no gates, fences, walls or other means of enclosure, other than those that may be approved pursuant to other conditions of this consent, shall be erected within the application site without the prior written approval of the Local Planning Authority.

Reason: To ensure that the Local Planning Authority may be satisfied with the details of the proposal (Policies 9, 33 and 39 of Lambeth’s Unitary Development Plan and Policy S9 and PN2 of Lambeth’s Core Strategy).
14 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).

15 Prior to the commencement of building works above ground level, full details of internal and external plant equipment and trunking (including building services plant, ventilation and filtration equipment), 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 relevant use commencing.

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).

16 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).

17 Notwithstanding the details shown on the approved plans, the development shall provide no more than 553 student bed spaces, of which at least 10% of the student accommodation shall be wheelchair accessible or easily adaptable for wheelchair users. Full details of the wheelchair accessible/adaptable units shall be submitted to and approved in writing by the local planning authority prior to first occupation of any of the student accommodation.

Reason: To ensure an acceptable standard of accommodation and to secure appropriate access for disabled people, in accordance with London Plan Policy 7.2.

18 The development shall be constructed to meet at least BREEAM ‘Very Good’ for all elements of the scheme. No later than 6 months from the first occupation 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).

19 The buildings shall achieve at least a 25% improvement for carbon dioxide emissions reduction relative to minimum 2010 Building Regulation requirements. Notwithstanding the details already submitted, no development shall commence until a finalised Energy Strategy (demonstrating how the targets for carbon dioxide emissions reduction are to be met and including commitment to connecting to a district heat network should one become operational) has been submitted to and
approved in writing by the local planning authority. Thereafter the development shall only be implemented in accordance with the approved Energy Strategy and no later than 6 months from the first occupation 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 that the development makes the fullest contribution to minimising carbon dioxide emissions in accordance with London Plan Policy 5.2 and Core Strategy Policies S7 and PN2.

20 No development shall take place other than in full accordance with a programme of archaeological work (including a written scheme for investigation and in accordance with appropriate English Heritage guidelines) which has first been submitted to 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 minimise the potential damage to archaeological remains (Policy S9 of Lambeth’s Core Strategy).

21 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, sewerage or transport 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 railway infrastructure and 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).

22 No development shall be commenced until impact studies of the existing water supply infrastructure have been submitted to, and approved in writing by, the local planning authority (in consultation with Thames Water). The studies should determine the magnitude of any new additional capacity required in the system and a suitable connection point. Thereafter the development shall only be constructed in accordance with the agreed arrangements.

Reason: To ensure that the water supply infrastructure has sufficient capacity to cope with the additional demand (Core Strategy Policy PN2).

23 Commencement of the relevant stage of construction 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).

24 Prior to occupation of any part of the development, a verification report demonstrating completion of the works set out in the approved contamination 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).

25 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).

26 Prior to the commencement of use any part of the relevant use, a Waste Management Plan(s) for the relevant part of the development shall be submitted to and approved in writing by the Local Planning Authority. The waste management plan(s) shall thereafter be implemented in accordance with the approved details for the duration of the relevant uses.
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).

27 Prior to the occupation of more than 30% of the student accommodation hereby permitted, the leisure uses (swimming pool & gymnasium) shall be completed and available for occupation in accordance with the plans hereby approved.

Reason: To ensure the satisfactory provision of mitigation measures in respect of amenity provision on the site (Policies S5 and PN2 of Lambeth’s Core Strategy)

28 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 facilities and provisions 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).

29 The scheme for parking, 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).

30 Prior to first occupation of the development, a Parking Management Plan shall be submitted to and approved in writing by the local planning authority. The plan shall be inclusive of details of parking space allocation, details of access and details of how parking outside of the designated spaces will be prevented and policed. The Parking Management Plan shall thereafter be implemented for the duration of the development, unless the written consent of the local planning authority is received for any variation.

Reason: To ensure proper management of the parking areas (Policies 9 and 14 of Lambeth’s Unitary Development Plan and Policy S4 of Lambeth’s Core Strategy).

31 The development shall not be serviced by refuse vehicles in excess of 8m in length.

Reason: To avoid any turning impact on the Transport for London Road Network (Saved UDP Policy 9 and Core Strategy Policy S4).

32 Prior to its installation, full details of the vehicle turntable shall be submitted to and approved in writing by the local planning authority.
Reason: So as to ensure the quality of the provision (Saved UDP Policies 9 and 14 and Core Strategy Policy S4).

33 At least one of the car parking spaces shown on the approved drawings shall be provided with an Electric Vehicle Charging Point.

Reason: To encourage and facilitate more sustainable modes of transport ((Saved UDP Policies 9 and 14 and Core Strategy Policy S4).

34 No part of the buildings hereby permitted shall be occupied or used until a strategy for the management of deliveries and servicing for the relevant part of the development has been submitted to and approved in writing by the Local Planning Authority. Deliveries and servicing shall thereafter be carried out solely in accordance with the approved details.

Reason: To avoid hazard and obstruction being caused to users of the public highway and to residential amenity (Policies 9 and 33 of Lambeth’s Unitary Development Plan and Policies S2 and S4 of Lambeth’s Core Strategy).

35 Prior to first occupation of the development all 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.

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 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 and 33 of Lambeth’s Unitary Development Plan and Policies S4 and S9 of Lambeth’s Core Strategy).

37 The development shall not begin until details of the disposal of surface water from the highway have been approved in writing by the Local Planning Authority and no part of the buildings shall be occupied until the works for the disposal of surface water have been constructed in accordance with the approved details.

Reason: To minimise danger and inconvenience to highway users (Policies 9 and 33 of Lambeth’s Unitary Development Plan and Policies S4 and S9 of Lambeth’s Core Strategy).

38 No development works above ground shall take place until there has been submitted to and approved in writing by the Local Planning Authority detailed schemes for the design, construction, establishment and sustainable management
of all areas of brown/green roof proposed for the application site. The brown/green roofs shall thereafter be provided and retained and managed in accordance with the approved details.

Reason: To ensure that opportunities to maximise the biodiversity value of the site are maximised and to ensure promote rainwater attenuation and management to reduce potential for flooding (Core Strategy Policies S6, S7 and S9).

39 Prior to the occupation of the student accommodation a ‘Student Move In/Out Management Plan’ shall be submitted to and approved in writing by the local planning authority. Thereafter the management plan as approved shall be operated for the duration of the student accommodation use.

Reason: Activities related to the students moving into and out of the accommodation would have the potential to adversely effect the function and safety of the surrounding highway network (Saved UDP Policy 9 and Core Strategy Policy S4).

40 The development hereby permitted shall be carried out in accordance with the approved plans listed in this decision notice, other than where those details may be superseded by details as may be approved pursuant to the requirements of the listed planning conditions.

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

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 Street Naming & Numbering

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:
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 online 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.

The applicant is advised to contact Thames Water Developer Services on 0845 850 2777 to discuss the details of the piling method statement. The applicant should also contact Network Rail given the proximity of the railway viaduct.

Contaminated soil that is excavated, recovered or disposed of, is controlled waste. Therefore, its handling, transport, treatment and disposal is subject to waste management legislation, which includes:

i.) Duty of Care Regulations 1991
ii.) Hazardous Waste (England and Wales) Regulations 2005
iii.) Environmental Permitting (England and Wales) Regulations (2010)

Developers should ensure that all contaminated materials are adequately characterised both chemically and physically, and that the permitting status of any proposed off-site operations is clear. If in doubt, the Environment Agency should be contacted for advice at an early stage to avoid any delays.

Thames Water requests that you should incorporate within your proposal, protection to the property by installing for example, a non-return valve or other suitable device to avoid the risk of backflow at a later date, on the assumption that the sewerage network may surcharge to ground level during storm conditions.

With regard to surface water drainage, Thames Water advise that it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water you should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of Ground Water. Where the developer proposes to discharge to a public sewer,
prior approval from Thames Water Developer Services will be required. They can be contacted on 0845 850 2777.

9 Thames Water advise that overall flows to combined sewers should not exceed historic flows and this may often be achievable by agreed surface water retention.

10 As per the advice of English Heritage, it is recommended that an enhanced programme of archaeological Observation and Recording would be appropriate. By enhanced, it is recommended that the area for ground reduction be stripped under archaeological supervision so that any surviving archaeological evidence can be investigated, identified and recorded, prior to construction.

11 All external communal lighting and car parking lighting should adhere to BS 5489. White light is preferred for areas where CCTV is used and elsewhere high pressure sodium is acceptable. A Lighting engineer should be consulted to provide a well designed scheme. This should be in vandal resistant housings providing even light with no shadows or voids and minimal light pollution. A minimum uniformity rating of 25% and above with a colour rendition index rating of 60 and white light where CCTV is used is desirable.

12 A CCTV system is recommended for all communal entrances and exits, vulnerable points in car parking areas and associated public realm or vulnerable communal areas. However, this is only effective if it is constantly monitored and clearly defined objectives are set for the system. Internal & external CCTV cameras should compliment each other to provide “defined” cover subject to any risks identified. It may be more effective to do this in one overall system rather than piece-meal.

13 Lighting schemes should compliment the CCTV system to ensure quality pictures, especially at night. Cameras capable of operating at night may be beneficial in areas where lighting may be reduced. Any monitored CCTV system that is installed must suit the environment it is to be used in, any recorded images must be of sufficient detail and quality that they can be used as valid evidence in a court of law. Any system specified, must comply with the legal requirements of the Data Protection Act 1998, (see www.informationcommissioner.gov.uk for more information.)

14 At the entrance and exit doors and any other designated points any system fitted should be able to provide identification quality images. More guidance on CCTV systems can be found on the PSDB publication 17/94 CCTV Operational Requirements Manual. This is available free from the Home Office website: www.homeoffice.gov.uk/docs/or_manual.pdf

15 Bin stores should be inside a secure building or structure with a lockable door fitted with a slam shut facility to discourage arson, prostitutes, drug addicts and rough sleepers.