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Site address: 111 Westminster Bridge Road, SE1 7JD

Ward: Bishop’s

Proposal: Redevelopment of the existing office building and the erection of a part 7 / 10 storey building consisting of a 218 bed apart-hotel, offices, restaurant, retail / professional financial services unit (Town Planning and Conservation Area Consent)

Application type: Full Planning and Conservation Area Consent

Application ref(s): 13/03409/FUL, 13/03410/CON

Validation date: 07/08/13

Case officer details: Name: Helen Miles  
Tel: 020 7926 1138  
Email: hmiles@lambeth.gov.uk

Applicant: Marlin Apartments

Agent: Kathryn Williams – Jones Lang LaSalle

Considerations/constraints: Conservation Area, Adjoining listed building, Major Development Opportunity Area, Central Activities Zone, Flood Risk Zone 3, Tunnel Safeguarding Line, Archaeological Priority Area

Recommendation(s)

1. Grant planning permission and conservation area consent subject to conditions and completion of a satisfactory S106 agreement.

2. That if the Section 106 Agreement is not signed by 5 November 2013, the Assistant Director, Planning and Development is given the authority to refuse the application on the grounds of lack of mitigation for the following reasons:

   1) The proposed development, in the absence of a legal agreement to secure contributions to mitigate the impacts of the development would fail to provide contributions for libraries, sport and leisure, public realm, revenue contributions, travel plan monitoring, local labour in construction and employment and training which would be contrary to Policy S10 (Planning Obligations) of the Lambeth Core Strategy (2011) and the adopted Supplementary Planning Document: Section 106 Planning Obligations.

   2) The proposed development, in the absence of a legal agreement to secure the charge payable for monitoring the s106 agreement would be contrary to Policy S10 (Planning Obligations) of the Lambeth Core Strategy (2011) and the adopted Supplementary Planning Document: Section 106 Planning Obligations (2008).

Report Review

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Consultation

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Background documents

Case File (this can be accessed via the Planning Advice Desk, Telephone 020 7926 1180)

For advice on how to make further written submissions or to register to speak on this item, please contact Governance & Democracy by emailing democracy@lambeth.gov.uk or telephoning 020 7926 2170. Information is also available on the Lambeth website www.lambeth.gov.uk/democracy
1 Summary of Main Issues

1.1 The main issues involved in this application are:

- The loss of office space and the principle of redevelopment of the site for mixed use development with a hotel, offices, restaurant and retail.
- The principle of demolition of the existing building and the visual impact of the replacement building upon the character of the Conservation Area.
- The impact of the scale and massing of the building on the surrounding townscape.
- The amenity impact on surrounding residential occupiers.
- Transport, parking and access issues.
- Whether the s106 contributions are sufficient to mitigate the impact of the scheme.

2 Site Description

2.1 The application site fronts the south side of Westminster Bridge Road with a site area of 0.154ha. The existing building on site is a seven storey office building (use class B1) with a gross internal floorspace of 7083m² (GIA). The building was previously occupied as offices, but is currently vacant, and has been since September 2012. The building has been squatted although at the time of the officer’s site visit the squatters had been evicted.

2.2 The existing building is six storeys in height where fronting Westminster Bridge Road, (with a seventh storey roof-top structure), stepping down to four storeys in height around a courtyard to the rear of the site.

2.3 The site is served by one vehicle access on Newham Terrace, which accesses the highway network via Hercules Road and Kennington Road.

2.4 A dense mix of building forms and land uses surround the site, typifying the variety of its central location. Immediately to the west of the site sits the four storey Grade II Necropolis Station (No.121 Westminster Bridge House) which abuts the existing building. Further to the west lies the railway viaduct of Waterloo station and its rail sidings. This provides a distinct physical barrier to the west. Immediately to the east of the site sits 97-101 Westminster Bridge Road, which is a modern brick building of four storeys plus a two storey mansard. This building contains commercial use at the ground floor and flats (Use class C3) above. Further east, on the corner of Westminster Bridge Road and Hercules Road is a prominent gap site. Opposite Westminster Bridge Road sits Churchill House, a part six, part seven storey residential block that fronts the road.

2.5 Approximately 50m to the east is the junction of Westminster Bridge Road, Baylis Road, Kennington Road and Hercules Road. Lambeth North underground station sits here at the corner of Baylis Road and Westminster Bridge Road.

2.6 The site lies within the Lower Marsh Conservation area which lies predominately to the north along Lower Marsh.
2.7 The site occupies part of the area identified as ‘Major Development Opportunity 102’ as identified in the Lambeth UDP, which identifies the site for ‘Creative utilisation of space under the arches with active frontage use’.

2.8 The site is situated within the Central Activities Zone

3 Planning History

3.1 In 2009 the Council received a full planning and conservation consent application (ref: 09/01113/FUL and 09/01134/CON) for the application site with the following description:

Demolition of existing office building and redevelopment of the site comprising the erection of a part seven, part eleven storey (including basement) building (maximum height 29.6 metres) to provide a 154 room apart-hotel, with ground floor restaurant/café (Class A3), serviced offices, and meeting/conference rooms, with servicing from Newnham Terrace (Town Planning and Conservation Area Consent 09/01134/CON)

The application was refused under delegated authority in August 2009 for the following reason:

1. The proposal would result in the loss of existing occupied office floorspace. The applicant has failed to demonstrate through marketing evidence or evidence of a significant oversupply of office space in the area that the existing office accommodation is surplus and could not be redeveloped for future office use. For these reasons the proposal fails to comply with the objectives of Policy 21 of the London Borough of Lambeth Unitary Development Plan (2007).

3.2 In 2010 subsequent applications for full planning and conservation area consent (ref: 10/02639/FUL and 10/02661/CON) were approved in November 2010 for:

Demolition of the existing office building and redevelopment of the site comprising the erection of a part seven, part ten storey building with two basement levels (maximum height 29.6 metres) to provide a 154 room apart-hotel, with a 525m² (NIA) ground floor restaurant/café (Use Class A3) and 2,066 m² (NIA) serviced offices (Use Class B1a), with servicing from Newnham Terrace (Town Planning and Conservation Area Consent).

4 Proposal

4.1 The scheme proposes the redevelopment of the site to provide a 218 room apart-hotel with meeting/conference facilities, restaurant, cafe and offices.

4.2 The apart-hotel rooms are proposed at first floor and above, with a total of 218 rooms (across 9,160sqm). All rooms are en-suite, and all have (limited) kitchen facilities. Some rooms are ‘studio’ type arrangements whilst some have separate living and bedrooms. All rooms have at least one external window to either the north or south elevations, or onto the internal courtyard.
4.3 1,357m² of office floorspace would be provided over two basement levels and the first floor of the building. Natural light is provided to these low levels through an internal courtyard that would extend to level -2. The office floorspace is accessed via the apart-hotel main entrance and lobby, with a reception desk at level -1 and -2.

4.4 The ground floor would contain an entrance lobby to the hotel, a 336m² restaurant, a 325sqm A1/A2 unit and a servicing area.

4.5 The building would be seven storeys fronting Westminster Bridge Road, rising up to ten storeys in height to the rear of the site. The building is essentially designed as two blocks, connected by glazed links to either end of the building, forming a 6-9 storey internal courtyard. The frontage of the building is proposed with two storeys of Portland stone cladding, with large glazed openings to the proposed restaurant and retail units, four storeys of brick are proposed above with the 7th floor as glazing above. The front elevation is broken up by a fully glazed vertical panel. The rear elevation is also proposed in brick with double height windows with a vertical offset providing the openings for the lower 6 floors, with three floors of glazing above. A similar arrangement is proposed internally to the courtyard elevations, however the material treatment would be in render.

4.6 The main pedestrian access would be from Westminster Bridge Road. Servicing would be from a vehicle turntable to the rear of the site accessed from Hercules Road via Newnham Terrace.

4.7 The main differences between the proposals and the scheme approved in 2010 are:
• Change of first floor from office to apart-hotel resulting in; the increase in the number of hotel rooms (by 64) and the decrease in B1 floorspace by 709sqm
• Alterations to the ground floor layout resulting in; the decrease in A3 floorspace by 189sqm and the addition of 325 of A1/A2 floorspace

5 Consultations and Responses

5.1 A total of 226 neighbouring addresses have been consulted.

5.2 A site notice was displayed on 14th August 2013 and a press notice was published on 23rd August 2013.

Internal consultation

5.3 The Council’s Highways and Transportation comments that subject to a servicing management plan or conditions restricting the size of vehicle to a 10m ‘rigid’ van the scheme would be appropriate and that additional information submitted in relation to taxi and coach pick up/drop off, details of the cycling proposals and details of the use of Newham Terrace are acceptable.

5.4 The Council’s Noise and Pollution officer does not object to the development
provided the applicant follows the recommendations in the submitted noise report and that the noise conditions attached to the previous consent are applied to this development.

5.5 The Council’s Food Safety officer raises no objection but comment that extract ventilation from the A3 use must be considered and should not impact on the nearby residential properties, and that refuse and collection must be suitable.

5.6 The Council’s Policy officer comments that the key policy issue is the further loss of employment floorspace on this site. Although the Core Strategy had not been adopted at the time of the previous permission, the policy position has effectively remained the same in relation to protection of employment floorspace. The applicant needs to justify the proposed further loss of B1a floor space in accordance with the tests set out in saved UDP Policy 21 and supporting text. Whilst it is not possible to provide marketing evidence for the as yet un-built office space, an assessment of supply and demand for office space similar to that in the extant permission in the vicinity of the application site will be required. In practical terms, this means the wider Waterloo and north Kennington area. This assessment should address the findings of both the council’s recent Employment Land Review and the GLA’s 2012 Office Policy Review. The applicant should also assess the implications of the proposed revision on the number of people expected to be employed on the site, as this would presumably result in a reduction. In addition, a viability assessment of the permitted and proposed revised schemes should be provided demonstrating the viability gap and this should be subject to independent validation. Provision of affordable workspace on the remaining two floors may help to mitigate the further loss of employment floor space, assuming the principle of the further loss is accepted. We would also seek assurance that the proposed B1a space is intended for use independent of the apart-hotel, rather than as ancillary conference/meeting space. There is a concern that, as the lower floors can only be accessed via the hotel lobby, this may make use by independent lessees difficult. If it were to be used as ancillary meeting space, this would not be considered to constitute B1 floorspace and would not be addressing the issue of loss of employment that was addressed in the previous permission. Active frontage uses are supported within this CAZ frontage location. (please refer to section 7 of this report for this assessment)

5.7 The Council’s Streetcare Team raise no objections, other than a comment about the use of a turntable, with a requirement for a contingency plan if this were to break down.

5.8 The Council’s Conservation Officer comments that there is no objection to the demolition of this building in the conservation area, subject to its appropriate replacement. The redevelopment of this building is very welcome, and are generally satisfied with the response to context including bulk scale and massing, however there are concerns about the materials proposed and further refinement of the fenestration is required. Also, alterations to the rear elevation to provide panels or obscure glazing to the full height glazing currently proposed is requested.

5.9 The Council’s Crime Prevention Officer comments that there are concerns about
the recessed nature of the reception area, and limited activity to Newnham Terrace and Carlisle Terrace which limits surveillance, and recommends conditions relating to counter terrorism, secure by design, CCTV and lighting.

5.10 The Council’s sustainability consultants do not object, but do request conditions requiring confirmation that the scheme will meet the suggested standards under the energy statement and BREEAM/Code for Sustainable Homes prior to construction.

External consultation

5.11 Transport for London request that a delivery and servicing plan and a construction logistics plan is secured by condition, that the cycle parking is adequate, but encourages pool bikes or access to the Cycle Hire scheme to be promoted by the hotel. TfL accepts that the hotel would be able to manage minibuses, but not coaches, however this would need to be reviewed if the type of hotel were to change,

5.12 The Environment Agency raise no objection, subject to a condition requiring that the mitigation measures set out in the submitted flood risk assessment are complied with.

5.13 English Heritage does not object, but request a condition that a program of archaeological work is carried out prior to development.

5.14 5 letters of objection have been received following the consultation process, 2 letters of support have been received and one letter of comment has been received.

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Objections: Council's Response:

Impact on public transport and congestion from taxis, and on public safety.  
TfL have not objected to the scheme on the basis of the impact on public transport. The applicant has provided additional information regarding taxi pick up and drop off to ensure that there would not be a detrimental impact on the road network. All servicing would be to Newnham Terrace and would ensure that vehicles can enter and exit in a forward gear and transport officers have previously accepted that this road would be suitable to service a development similar to that proposed, therefore there should not be any impact on public safety from transport associated with this development.

Impact on neighbouring historic building.  
It is considered that the design of the building responds well to its context and specialist Conservation and Design officers have not raised any objection in relation to the impacts of the
| proposals on the adjoining listed building, subject to the submission of appropriate materials, which would be secured by condition. | Design: Visual impact of 10 storey development, impact on conservation area | The application previously approved was also 10 storeys, with similar massing to that proposed. The front block would be lower than the existing building, and given the set back to the larger block to the rear it is considered that the massing would be acceptable. As noted above, it is considered that the design responds well to its context and Conservation and Design officers have not raised any objections in relation to the impacts on the conservation area. |
| Access to Newnham Terrace during construction | A condition has been attached requiring the submission of a construction management plan, which would include details of the impacts on Newnham Terrace and would be assessed by planning officers in close consultation with transport officers. |
| Loss of privacy to residential properties opposite. | The proposed development is 18m away across a main road from the residential properties opposite, which is an appropriate distance to ensure that privacy would be retained to these properties. |
| Privacy of future occupiers | Please see above. |
| Impact on neighbouring trades | This is not a material planning consideration. |
| Lack of consultation from Lambeth | Letters were sent to 226 neighbouring addresses and site and press notice were published. This more than fulfils the statutory obligations for consultation from Lambeth. |
| Comments: | Council’s Response: |
| Request limit on the number of occupiers per room. | This is not something that can be controlled via the planning process. |
| Request further greening of the road | The council must consider the plans as presented to us, which do not include any additional planting to the road. As the development would not have a negative affect (i.e. there would not be a loss of any trees) on the area, planning permission should not be withheld for this reason. |

6 Planning Policy Considerations

National Guidance - National Planning Policy Framework (NPPF)
6.1 The NPPF came into effect on 27th March 2012 and is a material planning consideration. The most relevant sections are:-

- Achieving Sustainable Development; The presumption in favour of sustainable development, and Core planning principles
- Chapter 1: Building a strong, competitive economy
- Chapter 2: Ensuring the vitality of town centres
- Chapter 4: Promoting sustainable transport
- Chapter 7: Requiring good design
- Chapter 10: Meeting the challenge of climate change, flooding and coastal change.
- Chapter 12: Conserving and enhancing the historic environment

The London Plan 2011

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

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

6.4 The key policies of the plan considered relevant in this case are:

- Policy 1.1: Delivering the Strategic Vision and Objectives for London
- Policy 2.9: Inner London
- Policy 2.10: Central Activities Zone – Strategic Priorities
- Policy 2.11: Central Activities Zone – Strategic Functions
- Policy 2.15: Town Centres
- Policy 4.1: Developing London’s Economy
- Policy 4.2: Offices
- Policy 4.5: London’s Visitor Infrastructure
- Policy 4.7: Retail and Town Centre Development
- Policy 5.1: Climate Change Mitigation
- Policy 5.2: Minimising Carbon Dioxide Emissions
- Policy 5.3: Sustainable Design and Construction
- Policy 5.7: Renewable Energy
- Policy 5.12: Flood Risk Management
- Policy 6.3: Assessing Effects of Development on Transport Capacity
- Policy 6.9: Cycling
- Policy 6.13: Parking
- Policy 7.2: An Inclusive Environment
- Policy 7.3: Designing Out Crime
- Policy 7.4: Local Character
- Policy 7.6: Architecture
Policy 7.8: Heritage Assets and Archaeology
Policy 7.13: Safety, Security and Resilience to Emergency
Policy 7.15: Reducing Noise and Enhancing Soundscapes
Policy 8.2: Planning Obligations
Policy 8.3: Community Infrastructure Levy

Core Strategy (2011)

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

- Policy S1: Delivering the Vision and Objectives
- Policy S3: Economic Development
- Policy S4: Transport
- Policy S6: Flood Risk
- Policy S7: Sustainable Design and Construction
- Policy S8: Sustainable Waste Management
- Policy S9: Quality of the Built Environment
- Policy S10: Planning Obligations
- Policy PN1: Waterloo


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

- Policy 4: Town Centres and Community Regeneration
- Policy 7: Protection of Residential Amenity
- Policy 9: Transport Impact
- Policy 14: Parking and Traffic restraint
- Policy 19: Active Frontage Uses
- Policy 23: Protection and Location of other Employment Uses
- Policy 28: Hotels and Tourism
- 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 41: Views
- Policy 45: Listed Buildings
- Policy 47: Conservation Areas
- Policy 82: Off-Street Parking and Coach Parking in Waterloo

7 Land Use and Principle of Change of Use

7.1 The current use of the site is for B1 office use, although the building is currently vacant. Policy 23 of the UDP seeks to protect B1 floorspace unless it meets
certain criteria to allow an exception to this policy, including where the applicant can demonstrate that there is no reasonable prospect in the medium, term of re-use or redevelopment for employment use.

7.2 This argument was accepted in 2010 as part of the previous planning application, and the applicant has updated this information to include a current assessment of the market for B1 floorspace, and details of the ongoing marketing.

7.3 This information has been independently assessed by BNPP who comment that the immediate location is currently undergoing transition with office developments that have previously had consent not being implemented due to weakness in the occupational market and not being a recognised office location. This trend has become increasingly acute in SE1 since Elizabeth House and Shell Centre development plans have been made public. These proposed developments are likely to saturate the market for offices in the medium terms and hence investors having to consider alternative uses in order to ensure financial viability of development schemes. The current condition and materials of the existing building make the building inefficient and expensive to maintain. In addition the property has recently been occupied by squatters who have further damaged the fabric and services of the building stripping out all valuable metals and cabling. Refurbishment of the building would be unviable.

7.4 Therefore it is accepted that there is no reasonable prospect in the medium term of the reuse or redevelopment of this building for a wholly employment use.

7.5 Having said this, the previously approved scheme did allow for some replacement B1 floorspace, which is again the case here. However, this has been reduced and the current application now proposes 709sqm less B1 floorspace than the previous extant application. The applicant has submitted a viability assessment for each of the schemes (approved and proposed) which concludes that the 2010 scheme would not be viable and therefore would not be built, while the proposed scheme includes the maximum amount of B1 floorspace to make the scheme viable.

7.6 These results have been independently assessed by BNPP who agree that the residual land value is negative and this makes the consented scheme unviable. BNPP have also commented on the amount of floorspace proposed, that in light of the weak occupational market for B1 office space in the immediate location and the relatively restricted layout of the building, we are of the view the proposed scheme provides the maximum level of B1 office space. There is a limit to the level of headline rents achievable in this location due to Westminster Bridge Road being a relatively unknown office location compared to the preferred core office locations immediately surrounding Waterloo and London Bridge stations. 1,350sqm of office accommodation is the maximum amount of commercial floor space that BNPP have recommended can feasibly be built in this layout and location.

7.7 Therefore, given the viability assessment submitted, officers have agreed with
the conclusions of the applicant that the proposed application includes the maximum amount of B1 floorspace that is viable on this site.

7.8 Given the loss of part of the B1 floorspace has been accepted, the next point to examine is the principle of the development of the remainder of the site as an ‘apart-hotel’.

7.9 The replacement of the B1 floorspace with an employment generating use is a positive aspect of the scheme. This would continue to maintain employment at the site with a predicted 275 full time jobs proposed (albeit with an overall reduction of 37 potential employees from the existing consented situation which predicted 312 jobs).

7.10 The site itself is located in the CAZ and is close to public transport links, so is in a location where hotels would be encouraged, and this is supported by policy S3f of the Core Strategy.

7.11 Whilst there are no specific standards relating to the quality of the hotel rooms, it is noted that all rooms would have an external window providing natural light and ventilation, all rooms would be en-suite and have basic kitchen facilities. The light to the proposed hotel rooms has been independently assessed. There is no standard requirement of lighting for hotel accommodation, although as this is an apart-hotel, there would be an assumption that these rooms would be used throughout the day and therefore there would be some expectation of light. If the ADF standard for bedrooms is used, then in general the rooms would achieve acceptable levels of daylight (although this would not be the case if the higher standard for living rooms or kitchens was used). Neither the daylight distribution nor sunlight levels to the proposed rooms has been assessed, although in the professional opinion of our independent assessors, they would expect these levels to be low especially within the courtyard area. Given the use of the proposed building as a hotel, which doesn’t have specific standards for lighting, and the similarity with the previous scheme which was accepted on these grounds, it is considered that the light to the proposed hotel rooms would be acceptable. Access would be via a reception area, which would improve security to these rooms. 17 of the proposed rooms would be wheelchair accessible, but at 7.5% this falls below the 10% required by the London Plan. This is the same level as required by the extant scheme and therefore these proposals do not represent a deterioration from the existing consented situation.

7.12 The office units would be located in two levels below ground, which is the same arrangement that was accepted previously. This does not create ideal conditions for users, but a double height lightwell would be provided to the central space to provide some natural light (although this would be limited by the 6-9 storeys above). The floorspace itself is proposed as 6 small suites, which would meet council aspirations to provide an increase in the amount of floorspace for SMEs. The office units are accessed via the hotel lobby, and therefore there are concerns that they may be used as ancillary meeting rooms for the hotel, and this would not fall within the B1 use class. Therefore a condition is attached to this permission to ensure that the floorspace marked as B1 operates for this use only.
7.13 The applicants have agreed that the B1 floorspace would be provided at affordable rates, which would be secured in the S106 agreement, and have agreed that the units would be provided to a ‘turn key’ standard (i.e. completed to a standard where it could be let directly to tenants without substantial fit out works required), to ensure they are attractive to the smaller users they are intended to attract.

7.14 The remainder of the ground floor of the site is proposed as part A1 and part A3 use. This provides active frontage along this main road, providing interest and animation to the street and policy officers encourage active frontage uses within this CAZ frontage location. The previous scheme included A1 use only, and the reorganisation of the floorspace has resulted in an additional 136sqm in A class use. A condition is attached to ensure that adequate ventilation would be provided for the restaurant units.

7.15 Given recent changes (and proposed changes) to legislation relating to change of use, a condition has been attached to ensure that the uses as proposed would not benefit from any permitted development rights for change of use so a planning application would be required for any future changes of use.

8 Amenity

8.1 The bulk and massing of the scheme has remained broadly similar to the previously approved application, which was found to be acceptable in terms of daylight and sunlight impacts.

8.2 The daylight and sunlight assessment submitted by the applicants identifies a limited number of windows which do not comply with BRE standards; 1 window at the first floor of 95 Westminster Bridge Road would experience a reduction of Vertical Sky Component (VSC) of 0.77, compared with the standard of 0.8, given this limited transgression this is considered to be acceptable. 16 windows at 99 Westminster Bridge Road would experience a reduction in VSC greater than 0.8 times their previous value. However, 9 of those would fall between 0.75 and 0.8% reduction, and in line with the statement above this is not considered to be so significant that planning permission should be removed. Of the 7 remaining windows, 3 have very limited levels of existing light, as a fire escape stair runs directly outside these windows. As the light to these windows is limited by the fabric of the existing building, this should not prejudice future development coming forward. The final four windows are located in the projecting element to the rear of 99 Westminster Bridge Road, and following further research by our independent assessors, these

8.3 This report has been verified by independent assessors who have undertaken further research into the use of the rooms relating to the 4 affected windows referred to above. They have found that the fifth floor level serves a living room/kitchen and the fourth floor serves a bedroom. Therefore there is an expectation of light to these rooms and the loss would be noticeable.

8.4 In terms of the remaining properties, the independent assessors concur that there is would not be a noticeable impact to any of the daylight and sunlight amenity enjoyed by the occupants of adjacent dwellings.
It should be noted that the massing of the proposed building and layout of the existing flats has not changed significantly since the extant approval, and these impacts were accepted at this time. Therefore, taking the above into account, officers have come to the conclusion that the scheme would retain an acceptable level of daylight for the majority of the surrounding residential properties, and given the extant consent, do not consider that it would be reasonable to refuse the scheme on the basis of the impacts of light to the four windows at 99 Westminster Bridge Road.

The closest windows that would face the windows of the residential properties across Westminster Bridge Road would have a minimum separation of one another of at least 18m. Considering the central urban setting of the development, this arrangement is satisfactory and would not result in any unacceptable issues of overlooking for the residential properties across Westminster Bridge Road, and was accepted with the previous application.

The properties immediately to the east of the site, No’s 97-89 Westminster Bridge Road have upper floor residential units with rear windows that would have the potential to be overlooked upon by the proposed development. The scheme however has been designed so that there would be no windows on the flank elevations. Therefore, a condition is suggested preventing any windows other than the high opening obscurely glazed type to be installed on the east flank elevation of the proposed building and this was considered acceptable as part of the previous consent.

The residential properties directly across Westminster Bridge Road from the proposed new structure would sit at least 18m from the proposed development. This arrangement is considered acceptable in relation to the scale of the proposal to ensure that no sense of enclosure occurs for any of these properties. Considering that reflects the existing relationship, and that this is central London, there would be no undue sense of enclosure for these residential occupiers across Westminster Bridge Road.

The tallest elements of the proposed scheme to the rear of the site would be considerably taller than the massing it would replace. This would certainly to some extent affect the outlook from the windows to the rear of 97-101 Westminster Bridge Road, and particularly the windows closest to the proposed building. It must be taken into account however, that the existing building is of considerable proportions. Also, the massing would not be directly facing these residential windows, which would retain outlook to the rear. Taking the above into account, and acknowledging that this a central location, it is not considered that the proposal would cause any unacceptable sense of enclosure for the residential properties to the east on Westminster Bridge Road.

Demolition in Conservation Area

This site is within the Lower Marsh Conservation Area. On page 21 the Conservation Area Statement states that the buildings on the site make a negative contribution. We would therefore welcome their redevelopment, subject to an appropriate replacement. The following section goes on to address
this point with specific relation to design and conservation impacts.

10 Design

10.1 Officers are satisfied with the attempts made to respond to context and the redevelopment of this post-war building is very welcome.

10.2 Officers consider the bulk, scale and massing and bay forms to be successful in reinterpretting the traditional terraced frontage that once lined Westminster Bridge Road.

10.3 There are concerns that materials shown (red brick) competes unduly with the adjoining listed building. In our view the listed building should remain the dominant element in the street scene. Therefore a condition is attached to this consent, requiring the details of materials to be submitted, with an associated informative that the red brick is unlikely to be acceptable and should be replaced with a high quality cream, buff or stock brick which will be more in keeping with the prevailing stock brick character of the locality and allow the listed building to remain the dominant element in the street scene. Subject to these details, the impact on the listed building is considered to be acceptable.

10.4 Further refinement of the fenestration approach is required including that the splayed treatments on the upper floors should be aligned the same way. This will remove the ‘squint’ effect and have the added benefit of only being visible when approached from one direction – giving visual delight to the viewer and a contrasting effect (the conventional reveals) when viewed from the opposite direction and that the first floor splays (with their coloured reveals) could be presented in the opposite direction – again so the colour is seen when approached from one side but not from the other. A condition is recommended for this application that further detail of the fenestration is required, and an informative is attached setting out the council’s requirements above.

10.5 The rear building is not appreciated from views within the conservation area on Westminster Bridge Road and will not be visible in views down Lower Marsh. In longer views it appears like many of the other post-war buildings in the backdrop of the conservation area. However, it will be highly visible from the railway line on approach into Waterloo Station and this is an important consideration in terms of what will be seen. Subject to details of the glazing being submitted, showing solid spandrel panels or obscure glazing to waist height to all of the full height windows on the rear block, this elevation could be considered to be acceptable. These details are required to be submitted by condition.

11 Transport and Highways

11.1 The site has a PTAL rating of 6b (excellent), meaning that it is highly accessible by public transport. This is principally due to its location immediately opposite Lambeth North Tube Station (Bakerloo Line) and within close walking distance of Waterloo Station (National Rail services and Bakerloo, Jubilee and Northern Lines). There are also numerous high frequency bus routes on Westminster Bridge Road, Kennington Road and Baylis Road. It is accepted that the scheme benefits from outstanding accessibility and is ideally located for the proposed
use. The site is located on the A3202 Westminster Bridge Road which forms part of the Strategic Road Network.

11.2 Vehicular access to the service yard and disabled bay is proposed to the rear, via Newnham Terrace. Newnham Terrace also provides pedestrian and vehicular access to a number of other neighbouring premises, and the area has been observed to be busy with various vehicle arrivals throughout the day. Site Plan 1206 P002 indicates that a Right of Way exists to the rear of 98-107 Westminster Bridge Road. Although the proposals would not obstruct this Right of Way, the swept paths contained in Appendix D indicate that a waiting bay would be located in this area. Furthermore the neighbouring Hercules House has been the subject of a recent planning application for a new school. It is likely that a vehicular access point would be retained on Newnham Terrace, and activity may increase here. Further information has been submitted about this point, and this arrangement is considered to be acceptable. Construction and servicing traffic associated with these proposals must not hinder operations at neighbouring businesses, and the Delivery and Construction Management Plans should also address these issues. Therefore a condition is recommended which requires the submission of the information detailed above.

11.3 The development is situated in the Waterloo “W” CPZ. Parking is also severely restricted in the immediate vicinity by way of double yellow lines and a bus lane along Westminster Bridge Road. No on-site car parking is proposed, with the exception of one disabled car parking space at the rear in Newnham Terrace.

11.4 The Transport Assessment includes a trip generation assessment of the different land uses proposed. It is noted that the level of trips generated is significantly greater than that predicted for the 2010 scheme. However, given the car free nature of the site the vast majority of these trips are expected to be made by public transport. The only vehicular trips are expected to be generated by the scheme are comparatively small numbers of taxis, servicing trips and disabled drivers. The hotel is not expected to generate a large volume of taxi movements given its excellent PTAL score; however, a moderate number of taxi movements can be expected as determined by the trip generation assessment.

11.5 A cycle storage area is proposed at lower ground floor level, providing 28 cycle spaces for hotel staff. A condition is recommended to require full details of cycle parking to be submitted to the Local Authority. TfL also recommends that the application should provide pool bikes or incentives to use the Barclays Cycle Hire Docking Stations, and this should be included in the details to be submitted by condition.

11.6 Given the proposed number of bedrooms and the mixed-use nature of the scheme, there is likely to be an increase in service vehicle movements compared to the extant use. The applicant proposes a vehicle turntable in the service yard of 10m diameter, which will cater for all expected service vehicle movements and will ensure all vehicles will be able to exit the site in a forwards gear via Newnham Terrace. In the event that the turntable is in use, there is sufficient waiting room to allow a service vehicle to wait without impeding egress from the servicing area or obstructing the highway.
11.7 The proposed A1 store is suitable for use as a convenience store by national supermarket retailers and as such could generate a significant number of daily deliveries by large vehicles including HGVs. Typically a store of this type could attract up to 5 deliveries per day, and larger vehicles are often used. To protect the highway, a Servicing Management Plan would be secured via condition, stipulating the maximum size of vehicle to service the site as a 10m rigid, and state that no servicing would take place on the highway.

11.8 A Construction Management Plan should be secured via condition, to ensure the impacts of construction are managed and minimised effectively. TfL strongly encourages the use of construction contractors who are registered on the Fleet Operator Recognition Scheme. Any conflict points identified on the delivery routes, traffic and pedestrian management equipment and cycle specific safety equipment should ideally be considered and the detail provided. Contractor vehicles should include side-bars, blind spot mirrors and detection equipment to reduce the risk and impact of collisions with other road users and pedestrians on the capital’s roads. The CLP should be updated prior to commencement. It is supported that the bus lane will remain operational throughout the build. Consultation of neighbouring premises which use Newnham Terrace for access should form part of the Management Plan.

12 Refuse and Recycling Considerations

12.1 The area allocated for refuse storage and collection is considered to be acceptable. As the uses are all commercial, refuse collection is likely to be carried out by a private firm, this would negate concerns regarding the use of a compactor which would be a concern if the collection were to be carried out by Lambeth.

12.2 The streetcare officer has raised concerns with the use of a turntable, however this has been accepted by transport officers and was approved as part of the original scheme. Nonetheless, to mitigate these concerns, a condition has been attached which requires detail of a contingency plan if the turntable was out of service.

13 Sustainability

13.1 The applicant is proposing low u value materials, good air permeability and low energy lighting, combined with and Air Source Heat Pump, Photovoltaic Panels and CHP (Combined Heat and Power) and the applicant has indicated that the office element of the scheme would achieve BREEAM 'very good'. This falls below the councils aspirations to achieve an ‘excellent’ rating, however the applicant has shown that they would achieve all the mandatory credits for the excellent rating, which demonstrates a commitment to go beyond the ‘very good’ standard, which would be acceptable in this case. A condition is attached to ensure the applicant would achieve these targets, and that the other elements of the scheme (hotel, retail and restaurant) would also achieve a BREEAM very good rating.

14 Other Matters
14.1 The Environment Agency is satisfied that subject to adherence to the recommendations set out in the submitted flood risk assessment, the application should not be refused on the grounds of flood risk. A condition is attached to this effect.

14.2 English Heritage confirm that the submitted Archaeological Assessment is acceptable and no further archaeological work is required prior to determination, however, detail of a programme of archaeological work is required to be submitted to the local authority and this will be required by condition.

14.3 The secure by design officer comments that there are issues relating to crime nearby including issues that are associated with high density development. Incidents of street-crime including robbery snatch from person & pickpocketing have been reported in this area. In addition to street-crime and motor vehicle crime this development should also mitigate against burglary and anti-social behaviour, including begging in publicly accessible areas. Concerns have been raised regarding the surveillance to Newnham and Carlisle Terrace, however this must be balanced against the need to avoid overlooking to neighbouring properties and therefore windows have not been included to these elevations (and nor were they included in the extant application).

15 CIL and S106

15.1 S106 contributions have been calculated in line with the council’s SPD. However, given the priorities in the Waterloo area, it is considered that the monies that would usually be allocated to ‘public art’ and ‘parks and open space’ would be better used for wider public realm improvements as this is considered to be a greater priority in this location. Additionally, the scheme is within the Lower Marsh Area Based Scheme Project Area (as proposed by Council in consultation with local stakeholder groups) and given the likely high use of the surrounding area and local services by hotel customers, particularly A3/A4/A5 uses, a contribution is required. The contribution will be used to improve the streetscape and public realm, particularly under nearby railway bridges on Westminster Bridge Road and Upper Marsh for example, and will significantly improve pedestrian amenity and accessibility.

Therefore the contributions are proposed as follows:

- Public Realm improvements in the local area: £716,570 (which can include, but not be limited to):
  - Millennium Green Junction - roadway and footpath works to corner of Waterloo Road, The Cut and Bayliss Road
  - Sustainability - Greening the BIDs
  - Lower Marsh Area Based Scheme /Lower Marsh Regeneration Project
  - Area 2 funding - Westminster Road from and including railway tunnels, extending to Morley Street borough boundary and Upper Marsh and tunnels - including roadway and footpath works, furniture, landscape, signage and lighting
  - Public Realm CCTV coverage
  - Open Space - improvements to parks in the vicinity of the site
- Libraries: £12,097.82
- Sport and Leisure: £45,118.98
- Revenue Contributions: £21,936.83
- Travel Plan: £1,000
- Local Labour in Construction: £92,325.00
- General Employment and Training: £144,300.54
- Monitoring: £45,300.54

15.2 In addition, the applicant has agreed that the B1 office floorspace would be let with affordable rents and this would be secured via the S106 agreement.

15.3 This application would be liable to pay Mayoral CIL.

16 Conclusion

16.1 Whilst the reduction in the amount of office space proposed from the previous scheme is disappointing, the applicant has submitted evidence which has been independently verified to demonstrate that the scheme as approved would not be viable. The replacement with alternative employment generating floorspace does help to alleviate these concerns, and the applicant has committed to securing the remaining B1 floorspace at affordable rents, which would be secured via the S106 agreement. The scheme is of an appropriate quality design which responds well to its context and would be appropriate to the conservation area setting and adjoining listed building. There is not considered to be a detrimental impact on neighbouring residential amenity, and it is considered that transport concerns can be satisfactorily mitigated. Therefore these applications are recommended for approval.

17 Recommendation

17.1 Grant planning permission subject to conditions and completion of a satisfactory S106 agreement by 5th November 2013.

17.2 That if the Section 106 Agreement is not signed by 5 November 2013, the Head of Development Control is given the authority to refuse the application on the grounds of lack of mitigation for the following reasons:

1) The proposed development, in the absence of a legal agreement to secure contributions to mitigate the impacts of the development would fail to provide contributions for libraries, sport and leisure, public realm, revenue contributions, travel plan monitoring, local labour in construction and employment and training which would be contrary to Policy S10 (Planning Obligations) of the Lambeth Core Strategy (2011) and the adopted Supplementary Planning Document: Section 106 Planning Obligations

2) The proposed development, in the absence of a legal agreement to secure the charge payable for monitoring the s106 agreement would be contrary to Policy S10 (Planning Obligations) of the Lambeth Core Strategy (2011) and the adopted Supplementary Planning Document: Section 106 Planning Obligations (2008).

17.3 Grant conservation area consent subject to conditions.
18 Summary of the Reasons

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

18.2 Core Strategy (2011)

- Policy S1: Delivering the Vision and Objectives
- Policy S3: Economic Development
- Policy S4: Transport
- Policy S6: Flood Risk
- Policy S7: Sustainable Design and Construction
- Policy S8: Sustainable Waste Management
- Policy S9: Quality of the Built Environment
- Policy S10: Planning Obligations
- Policy PN1: Waterloo


- Policy 4: Town Centres and Community Regeneration
- Policy 7: Protection of Residential Amenity
- Policy 9: Transport Impact
- Policy 14: Parking and Traffic restraint
- Policy 19: Active Frontage Uses
- Policy 23: Protection and Location of other Employment Uses
- Policy 28: Hotels and Tourism
- 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 41: Views
- Policy 45: Listed Buildings
- Policy 47: Conservation Areas
- Policy 82: Off-Street Parking and Coach Parking in Waterloo

19 Conditions – Full Planning

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

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

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

3 No development shall take place until detailed elevational drawings, together with samples and a schedule of all materials to be used in the elevations, balconies, roofing and joinery of the development hereby permitted are submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried out solely in accordance with the approved details. An informative is attached regarding the use of materials.

Reason: To safeguard and enhance the visual amenities of the locality. (Saved policies 33, 40, and 47 of the adopted Unitary Development Plan (2007) and policy S9 of the Core Strategy (2011) refer.)

4 No development shall take place until detailed drawings of the fenestration of the development hereby permitted are submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried out solely in accordance with the approved details. An informative is attached regarding fenestration.

Reason: To safeguard and enhance the visual amenities of the locality. (Saved policies 33, 40, and 47 of the adopted Unitary Development Plan (2007) and policy S9 of the Core Strategy (2011) refer.)

5 No development shall take place until detailed drawings of the windows to the rear elevation, including an obscured treatment of the lower part of the windows, are submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried out solely in accordance with the approved details.

Reason: To safeguard and enhance the visual amenities of the locality. (Saved policies 33, 40, and 47 of the adopted Unitary Development Plan (2007) and policy S9 of the Core Strategy (2011) refer.)

6 No windows other than the high opening obscurely glazed type shall be installed on the east flank elevation of the proposed building.

Reason: In the interests of residential amenity and to prevent instances of actual or perceived overlooking, in accordance with the provisions of saved UDP Policy 33 and Core Strategy Policy S9.

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

Reason: To enable vehicles to draw off, park and turn clear of the highway to minimise danger, obstruction and inconvenience to users of the adjoining highway (Saved Policy 14 of the adopted Lambeth Unitary Development Plan and Policy S4 of the Core Strategy applies).

8 No loading or unloading of goods, including fuel, by vehicles arriving at or departing from the premises shall be carried out other than within the curtilage of the premises/site.

Reason: To avoid obstruction of the surrounding streets and to safeguard the amenities of adjoining properties (Saved Policy 14 of UDP and Policy S4 of the Core Strategy refers)

9 Prior to the commencement of development full details of cycle parking, and details of pool cycle schemes or incentives to use the Barclays Cycle Hire bikes, shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved drawings unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure adequate cycle parking is available on site and to promote sustainable modes of transport. (Saved Policies 9 and 14 of the UDP and Policy S4 of the Core Strategy refer).

10 No part of the building hereby permitted shall be occupied or used until a strategy for the management of deliveries and servicing has been submitted to and approved in writing by the local planning authority, and this must include further assessment of the existing and proposed use of Newnham Terrace. The plan must also secure the detail that maximum size vehicle to be used at this will be a 10m rigid. 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 (Saved Policy 14 of the UDP and Policy S4 of the Core Strategy refers)

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

Reason: To ensure that the travel arrangements to the uses within the building are appropriate and to limit the effects of the increase in travel movements (Saved Policy 9 of the UDP and Policy S4 of the Core Strategy refers).

11 No development shall take place until a method of construction statement, which shall include details of how neighbours will be consulted during the construction process, and consultation with other developers in the Waterloo area has been
submitted to and approved in writing by the local planning authority and construction works, including parking, deliveries and storage, shall take place solely in accordance with the approved details.

Reason: To avoid hazard and obstruction being caused to users of the public highway and in the interest of public safety (Saved Policies 9 and 31 of the Revised Deposit Unitary Development Plan (2007) and Policy S4 of the Core Strategy refer)

12 Prior to the commencement of building works, full details of internal and external plant, equipment, and trunking, including building services plant, ventilation and filtration equipment, and exhaust ducting / ventilation, shall be submitted to, and approved in writing by, the local planning authority. All flues, ducting and other equipment shall be installed in accordance with the approved details prior to the use commencing on site and shall be retained for the duration of the use.

Reason: To safeguard the amenity of local residents, in accordance with the provisions of saved UDP Policies 7 and 54.

13 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. Prior to the commencement of building works, a sound insulation scheme for the building services equipment and other mechanical plant approved under condition 11, shall be submitted to, and approved in writing by, the local planning authority. The scheme as approved shall be implemented prior to the occupation of any residential unit and thereafter retained.

Reason: To safeguard the amenity of local residents, in accordance with the provisions of saved UDP Policies 7 and 54.

14 The development permitted by this planning permission shall only be carried out in accordance with the approved noise report and the mitigation measures detailed within.

Reason: To safeguard the amenity of local residents, in accordance with the provisions of saved UDP Policies 7 and 54.

15 Prior to first occupation of the building a BREEAM Post Construction Review certificate and summary score sheet (or such equivalent standard that replaces this) must be submitted to and approved in writing by the Local Planning Authority to show that a Very Good rating has been achieved and all mandatory criteria required for an Excellent rating have been achieved for all proposed uses.

Reason: To ensure that the development achieves energy efficiency and carbon reduction measures in line with the requirements of saved UDP Policy 34 and policy S7 of the Core Strategy.

16 Prior to work starting on site, full details of the proposed CHP should be submitted to and approved in writing to demonstrate that the development will
be constructed in accordance with the approved energy strategy and the development must be constructed in accordance with the approved details.

Reason: To ensure that the development achieves energy efficiency and carbon reduction measures in line with the requirements of saved UDP Policy 34 and policy S7 of the Core Strategy.

17 Prior to work starting on site, a statement outlining any changes to the detail of the approved energy statement (Mendick Waring 2013) must be submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be constructed in accordance with the approved details.

Reason: To ensure that the development achieves energy efficiency and carbon reduction measures in line with the requirements of saved UDP Policy 34 and policy S7 of the Core Strategy.

18 Prior to first occupation of the building evidence (e.g. photographs, installation contracts and as-built certificates under the National Calculation Method) should be submitted to the Local Planning Authority and approved in writing to show that the development has been constructed in accordance with the details outlined in the approved energy strategy.

Reason: To ensure that the development achieves energy efficiency and carbon reduction measures in line with the requirements of saved UDP Policy 34 and policy S7 of the Core Strategy.

19 The hours of operation of the Restaurant use (A3) and Retail use (A1) hereby permitted shall be submitted to, and agreed in writing by, the Local Planning Authority prior to first occupation of that premises and shall not operate other than in accordance with the agreed hours without the prior approval in writing of the local planning authority.

Reason: To safeguard the amenity of local residents, in accordance with the provisions of saved UDP Policies 7 and 29.

20 No development shall take place until a security and crime prevention strategy is submitted to and approved in writing by the Local Planning Authority. The strategy shall demonstrate how the development meets ‘Secured by Design’ standards and the relevant Counter Terrorism Physical Protection Measures and shall include full detailed specifications of the following:

a) Means of enclosure,
b) CCTV provision,
c) External lighting provision,
d) Specifications of all external door, windows and glazing.
e) Internal access control
f) Crime prevention measures to mitigate theft/pickpocketing
g) Counter Terrorism Physical Protection Measures

The approved measures are to be carried out in full and retained thereafter.

Reason: To ensure that satisfactory attention is given to security and community safety (Saved Policy 32 of the adopted UDP (2007) refers)
An Emergency Services “Airwave Radio System” Assessment shall be submitted to and approved in writing by the Local Planning Authority. This should ensure that the building does not compromise reception and transmission in the surrounding area and that levels will be appropriate in the building itself.

Reason: To ensure that satisfactory attention is given to security and community safety (Saved Policy 32 of the adopted UDP (2007) refers)

No development shall take place until the applicant has secured the implementation of a programme of archaeological work in accordance with a written scheme for investigation which has been submitted by the applicant and approved by the Local Planning Authority. The development shall only take place in accordance with the detailed scheme pursuant to this condition. The archaeological works shall be carried out by a suitably qualified investigating body acceptable to the Local Planning Authority.

Reason: To allow adequate archaeological investigation before any archaeological remains may be affected by the development (Saved Policy 48 of the UDP and Policy S9 of the Core Strategy refers).

No impact piling shall take place until a piling method statement (detailing the type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface water or sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with the relevant water or sewerage undertaker.

Reason: To ensure that the development causes no harm to any nearby sewers, waterways or the London Aquifer (Core Strategy Policy S6 refers.)

Development should not be commenced until full details, including anticipated flow rates, and detailed site plans have been submitted to, and approved in writing by, the local planning authority (in consultation with Thames Water).

Reason: To ensure that the water supply infrastructure has sufficient capacity to cope with the/this additional demand (Core Strategy Policy S6 refers.)

The development permitted by this planning permission shall only be carried out in accordance with the approved Flood Risk Assessment (FRA) by AECOM Ltd (dated 04 July 2013 with reference Revision 6) and the following mitigation measures within the FRA:
• ‘more vulnerable’ uses should be located at the first floor level and above (Sections 1, 7 and 8);
• safe refuge at the upper floor levels should be accessible from the lower ground floor (basement) and ground floor levels at all times.

Reason: To reduce the impact of flooding on the proposed development and future occupants (Core Strategy Policy S6 refers).

Details of a waste management plan, incorporating provision for refuse storage
and recycling facilities on the site, detail of the disposal of cooking oil, and detail of a contingency plan should the turntable fail to operate shall be submitted to and approved in writing by the Local Planning Authority prior to commencement of the development hereby permitted. The refuse storage and recycling facilities shall be provided in accordance with the approved details prior to commencement of the use and shall thereafter be retained as such for the duration of the permitted use.

Reason: To ensure that adequate provision is made for the storage of refuse and the provision of recycling facilities on the site, in the interests of the amenities of the area. (Saved Policies 9 and 33 of the adopted Unitary Development Plan (2007) and policy S8 of the Core Strategy (2011) refer.)

27 The disabled car parking space hereby permitted shall be designed, laid out and permanently allocated for use by disabled persons only. The space shall be used solely for this purpose and no other.

Reason: To ensure parking provision is available for people with disabilities, in accordance with the provisions of saved Policy 14 of the Unitary Development Plan and Policy S4 of the Core Strategy.

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


29 In operating this development, the hotel operator shall not require a minimum length of stay and shall not let more than 25% of the apart-hotel rooms for more than a 3 month continuous period to the same occupiers.

Reason: To ensure that the building remains operating as a hotel use as anticipated by Use Class C1. Residential use (C3) would require consideration against the Council's policies. (Saved Policy 15 of the Unitary Development Plan and Policy S2 of the Core Strategy).

30 Prior to the commencement of development full details of the green living wall and green roof and a plan for its maintenance and management shall be submitted to and approved in writing by the local planning authority. Development shall be carried out in accordance with the approved details unless otherwise approved in writing.

Reason: To safeguard and enhance the visual amenities of the locality. (Saved policies 33, 40, and 47 of the adopted Unitary Development Plan (2007) and policy S9 of the Core Strategy (2011) refer.)

31 Following the implementation of this consent, notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that order with or without modification) the development shall be used for no other uses than those shown on the approved drawings, and these uses shall continue in perpetuity, unless and until
an application, (whether by way of application for variation of condition or otherwise) for consent to use the land otherwise is granted by the Local Planning Authority.

Reason: To ensure that the building maintains a mix and balance of uses as anticipated by Use Class C1, A1, A2, A3 and B1. Alternative uses would require consideration against the Council's policies.

17 Informatives – Full Planning

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 You are advised that red brick is unlikely to be acceptable and should be replaced with a high quality cream, buff or stock brick which will be more in keeping with the prevailing stock brick character of the locality and allow the listed building to remain the dominant element in the street scene.

4 Further refinement of the fenestration approach is suggested including that the splayed treatments on the upper floors should be aligned the same way and that the first floor splays (with their coloured reveals) could be presented in the opposite direction.

5 The development of this site is likely to damage archaeological remains. The applicants should therefore submit detailed proposals in the form of an archaeological project design. The design should be in accordance with appropriate English Heritage guidelines.

18 Conditions – Conservation Area Consent

18.1 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 18 of the Planning (Listed Buildings and Conservation Areas) Act 1990. (as amended by Section 51 of the Planning and Compulsory Purchase Act 2004).

18.2 No demolition of any of the buildings within the Conservation Area shall take place until a contract for construction of the replacement structures has been presented to and approved in writing by the Local Planning Authority and planning permission has been granted for redevelopment for which the contract provides.

Reason: In accordance with the provisions of saved UDP Policy 47 and PPS5.