<table>
<thead>
<tr>
<th><strong>LAMBETH PLANNING APPLICATIONS COMMITTEE</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Case Number:</strong> 14/05187/FUL</td>
</tr>
<tr>
<td><strong>Application Address:</strong> 43-59 Clapham Road &amp; Land rear of 51-57 Crewdson Road</td>
</tr>
</tbody>
</table>

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![Map of the area with marked properties](image_url)

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L.B. Lambeth LA 100019338
Relevant site designations:

<table>
<thead>
<tr>
<th>Type of Designation</th>
<th>Applicable Designation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Conservation Area</td>
<td>CA11 St Marks</td>
</tr>
<tr>
<td>Listed Buildings</td>
<td>Adjacent to Grade II Listed Buildings (35-41, 60-66, 63-75 Clapham Road)</td>
</tr>
<tr>
<td>Archaeological Priority Area</td>
<td>Roman Road</td>
</tr>
<tr>
<td>London View Management Framework</td>
<td>Parliament Hill Oak Tree to Palace of Westminster’ and ‘Parliament Hill Summit to the palace of Westminster</td>
</tr>
<tr>
<td>Protected Vista</td>
<td></td>
</tr>
<tr>
<td>Flood Risk</td>
<td>Critical Drainage Area</td>
</tr>
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</table>

LAND USE DETAILS

<table>
<thead>
<tr>
<th>Site area</th>
<th>0.296 hectares</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>Use Class</th>
<th>Use Description</th>
<th>Floorspace (Gross External Area)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Existing</td>
<td>Class B1</td>
<td>Office</td>
</tr>
<tr>
<td>Proposed</td>
<td>Class C1</td>
<td>Hotel (148 rooms)</td>
</tr>
</tbody>
</table>

Application Number: 14/05187/FUL  
Case Officer: Jeffrey Holt  
Ward: Oval  
Date Received: 26.09.2014  
Proposal: Change of use from vacant office (Class B1) to hotel (Class C1) with a single storey ground floor extension, a 4-storey extension within the inner courtyard, infill of a ground floor underpass along with associated external alterations, car parking provision, servicing and change to access arrangements.


Documents:

RECOMMENDATION: Grant Conditional permission subject to S106 agreement

Applicant: Tucan Investments Ltd  
c/o Agent  
Agent: CGMS  
140 London Wall  
London  
EC2Y 5DN
RESIDENTIAL DETAILS

N/A

PARKING DETAILS

<table>
<thead>
<tr>
<th></th>
<th>Car Parking Spaces (general)</th>
<th>Car Parking Spaces (Disabled)</th>
<th>Bicycle Spaces</th>
<th>Motorbike Spaces</th>
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</thead>
<tbody>
<tr>
<td>Existing</td>
<td>25</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Proposed</td>
<td>20</td>
<td>4</td>
<td>16</td>
<td>-</td>
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</tbody>
</table>

EXECUTIVE SUMMARY

The application site is a vacant office building on Clapham Road, situated within the St Marks Conservation Area. The proposal is for the change of use from office (B1a) to hotel (C1) along with several extensions within the interior of the site and minor external alterations. The hotel would have 148 rooms and be operated by Premier Inn. The key planning issues are the principle of change of use, the impact on residential amenity and the impact on local highway and transport conditions. It has been satisfactorily demonstrated that there is no reasonable prospect of the existing vacant office floor space being used for employment uses in the medium term. The proposed development will bring forward additional hotel bed spaces, contributing towards London Plan targets, and is in a highly accessible location near a local centre. The proposed external alterations would improve the appearance of the application property and cause no harm to the character and appearance of the conservation area or the setting of the nearby listed buildings. There would be no demonstrable impact on neighbouring residential amenity associated with the operational use of the site as a hotel and, subject to the imposition of appropriate conditions and the agreement of s106 contributions, the likely traffic impacts would be adequately mitigated.

OFFICERS REPORT

Reason for referral to PAC: The application is reported to the Planning Applications Committee in accordance with Section (1)(ii) of the Committee’s terms of reference as it relates to change of use where the floor space is more than 1000 sqm.
1 SITE AND SURROUNDINGS

1.1 The application relates to two distinct sites. The main application site is located on the eastern side of Clapham Road and occupies the area between Handford Road to the north and Crewdson Road to the south. The site has a total area of 0.296ha and contains a four- to five-storey building with a basement providing a total of 6,629sqm of floor area. The building was built in the late 1970s / early 1980s and has extensive dark tinted glazing with areas of white tiling in between. To the rear is an adjoining 4-storey block in brick with long horizontal windows. Together these buildings form a U-shaped complex with a service courtyard in the middle. Crossing this courtyard is a four-storey connecting wing suspended above ground level.

1.2 The building was first constructed for use of Otis Elevator Co. Ltd but was last used by the Metropolitan Police up to March 2013. It is currently vacant.

1.3 The main access to the building is via an access road running parallel and adjacent to Clapham Road. This access also provides parking for six vehicles. A secondary service access to the courtyard is available off Handford Road.

1.4 Development to the rear of the site consists of three-storey Victorian terrace houses. Nearby development on Clapham Road consists of larger terrace houses and to the north is the southern end of the designated Oval Local Centre which is characterised by ground floor local shops, pubs and cafes/take-aways with residential floors above.

1.5 The site is located within the St Marks Conservation Area and to the immediate north, south and west across Clapham Road are three sets of Grade II Listed early 19th Century terrace houses.

1.6 The other site to which this application relates is a nearby car park located on a backland site behind houses on the southern side of Crewsdon Road (No.’s 51-57). This car park can accommodate up to 19 vehicles and was used in conjunction with the former office uses of the main site. Currently, there is an approximately 15m long, 5m wide and 3m high brick shed in poor condition that is located along the southern boundary of the site.

1.7 Clapham Road is a busy thoroughfare and forms part of the Transport for London Road Network. Oval Underground station is located approximately 300m to the north-east of the site.
2 PROPOSAL

2.1 Permission is sought for change of use of the building from offices (Use Class B1) to a hotel (Use Class C1) with associated extensions, external alterations, parking and access. The hotel would have 148 rooms consisting of 29 double rooms, 103 family (quad) rooms and 15 accessible rooms. The rooms would be located on all floors of the building, including at basement level with reception, food and drinks areas and various store rooms located on the ground floor, and staff facilities and plant located at ground and basement levels.

2.2 Much of the building’s exterior will remain unchanged however a number of extensions are proposed. On the ground floor would be an extension into the central courtyard, 3.5m deep and 14m long to provide catering storage facilities. Adjacent to that, the existing underpass beneath the connecting wing would be in-filled. At the southern end of the courtyard would be a 1.8m deep and 11.4m wide four-storey extension.

2.3 Alterations to the outward facing elevations consist of new fire escape doors on the Clapham Road and Crewdson Road elevations. A number of other minor alterations to doors and windows are proposed to the elevations to the inner courtyard.

2.4 All materials used are proposed to match existing.

2.5 Vehicular access to the courtyard will be blocked but the existing access at the front will remain. Along the front boundary planters and a 1.1m high rendered plinth with metal railing are proposed.

2.6 In respect of the Crewdson Road car park no new buildings are proposed other than the demolition of an existing shed, the erection of a new gate and rearrangement of the parking spaces to provide 22 spaces, including two Blue Badge spaces. Staff cycle parking (16 spaces) would be provided on the main site within the internal courtyard and guest cycle parking (2 spaces) would be provided at the front of the main site.

2.7 Amendments

2.8 Following officer advice, a third floor extension on the east side of the building was removed and obscured glazing was applied to a number of windows on the south-west facing internal elevation.
Site layout
View of access from Handforth Road to central courtyard

View from Crewdson Road
3 RELEVANT PLANNING HISTORY

3.1 Prior to submission, pre-application advice was sought for the proposed development (ref: 14/02574/PREAPP). It was advised that further evidence was required to support the case for change of use, certain extensions had to be removed or reduced in scale for design and amenity reasons, likely overlooking had to be addressed, a transport assessment should be submitted and that the scheme would be liable to CIL and some s106 contributions.

3.2 The application site has been in office use since its construction in the late 1970s/early 1980s. Apart from two recently refused applications for signage in relation to the proposed hotel use, the planning history for this site relates only to various minor alterations to the existing building.


- 14/04355/ADV - Display of 2 x internally illuminated fascia sign, 1 x non illuminated fascia sign, 1 x externally illuminated projecting sign, 1 x internally illuminated projecting sign 1 x internally illuminated totem sign and 1 x non illuminated direction sign – REFUSED 14.10.2014
4 CONSULTATIONS

4.1 Statutory Consultees

Transport for London

4.1.1 No objection subject to conditions securing the following:
- Provision of 4 blue badge parking spaces
- Provision of 20% passive and 20% active electric vehicle charging points
- Car parking management plan
- Details of cycle parking

London Underground Lines

4.1.2 No objection subject to conditions being applied to the permission requiring details of construction to ensure there is no adverse impact on the Northern Line tunnels beneath the site.

Environment Agency

4.1.3 The Environment Agency advised that this application has a low environmental risk and therefore have no comments to make.

Thames Water

4.1.4 No objection subject to two conditions and several informatives being applied should permission be granted.

4.2 Other Consultees

4.2.1 The following amenity/local groups were consulted but did not respond.
- Vauxhall One Business Improvement District
- Kennington Association Planning Forum
- Regents Bridge Gardens
- Vauxhall Neighbourhood Housing Forum
- The Vauxhall Society
- Friends of Vauxhall Spring Gardens
- Friends of Lambeth High Street Recreation
- Kennington Oval and Vauxhall Forum
- Kennington Cross Neighbourhood Association
- Clapham Society
- Friends of the Oval

4.2.2 Ward Councillor Jane Edbrooke requested that the Travel Plan should include measures to ensure that guests do not park on the streets and are not able to secure visitor parking permits. Guests should also not be permitted to smoke near residential premises.
4.3  **Adjoining owners/occupiers**

4.3.1  A site notice was displayed from 17/10/2014 to 7/11/2014 and again from 30/01/2015 to 20/02/2015. The application was advertised in the local paper on 17/10/2014 and again on 20/02/2015. The formal consultation period ended on 13/03/2015. In response to consultation 11 letters of representation have been submitted from occupiers of neighbouring properties have been received.

A summary of the concerns raised is set out below:

<table>
<thead>
<tr>
<th>Summary of objections</th>
<th>Response</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Land Use</strong></td>
<td></td>
</tr>
<tr>
<td>Loss of existing office use and associated employment floor space</td>
<td>See para. 6.1.4 to 6.1.7</td>
</tr>
<tr>
<td>The hotel would attract a high number of people to the area, which is already densely populated, placing pressure on local infrastructure. Local streets are identified as being under ‘Conversion Stress’</td>
<td>See para. 6.1.13</td>
</tr>
<tr>
<td><strong>Amenity</strong></td>
<td></td>
</tr>
<tr>
<td>Loss of daylight/sunlight and sense of enclosure from third floor extension</td>
<td>See para. 6.4.2 and 6.4.3</td>
</tr>
<tr>
<td>Noise generated by hotel guests, including smokers, would harm local amenity</td>
<td>See para. 6.4.6 and 6.4.7</td>
</tr>
<tr>
<td>Independent noise monitoring should take place</td>
<td>See para. 6.4.6</td>
</tr>
<tr>
<td>Extract ducts should be high level to protect local air quality</td>
<td>See para. 6.4.9</td>
</tr>
<tr>
<td>Deliveries and servicing must be restricted to normal working hours and disturbance to residents must be minimised</td>
<td>See para. 6.4.8</td>
</tr>
<tr>
<td><strong>Transport</strong></td>
<td></td>
</tr>
<tr>
<td>The hotel would generate traffic and parking demand from staff, guests and servicing, which would bring congestion to local streets and increased pressure on on-street parking spaces</td>
<td>See para. 6.5.5</td>
</tr>
<tr>
<td>Access to the rear parking area is constrained and will need to be managed effectively</td>
<td>See para. 6.5.12</td>
</tr>
<tr>
<td><strong>Other</strong></td>
<td></td>
</tr>
<tr>
<td>Enhanced landscaping should be provided to the front forecourt</td>
<td>See para. 6.2.4</td>
</tr>
<tr>
<td>The hotel would encourage anti-social behaviour</td>
<td>See para. 6.6.1 to 6.6.5</td>
</tr>
<tr>
<td><strong>Not material planning considerations</strong></td>
<td></td>
</tr>
<tr>
<td>A higher end hotel would be more appropriate as it would employ more people on better terms</td>
<td>See para. 6.1.12</td>
</tr>
</tbody>
</table>

4.3.2  No letters of support were received.
5 POLICIES

5.1 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.

5.2 The development plan in Lambeth is the London Plan (2011) (as amended in 2013 and 2014), the Lambeth Local Development Framework Core Strategy (2011) and the remaining saved policies in the Lambeth Unitary Development Plan 2007 (policies saved beyond 5th August 2010 and not superseded by the LDF Core Strategy 2011).

5.3 The National Planning Policy Framework was published in 2012. This document sets out the Government’s planning policies for England including the presumption in favour of sustainable development and is a material consideration in the determination of all applications.

5.4 The current planning application has been considered against all relevant national, regional and local planning policies as well as relevant guidance. Set out below are those policies most relevant to the application, however, consideration is made against the development plan as a whole.

5.5 The London Plan (2011) (as amended)

- Policy 4.2 Offices
- Policy 4.5 London’s visitor infrastructure
- Policy 5.2 Minimising carbon dioxide emissions
- Policy 6.3 Assessing Effects of Development on Transport Capacity
- Policy 6.13 Parking
- Policy 7.4 Local character
- Policy 7.5 Public realm
- Policy 7.6 Architecture
- Policy 7.8 Heritage Assets and Archaeology

5.6 Lambeth Local Development Framework Core Strategy (2011)

- Policy S3 Economic Development
- Policy S4 Transport
- Policy S7 Sustainable Design and Construction
- Policy S8 Sustainable Waste Management
- Policy S9 Quality of the Built Environment
- Policy PN7 Oval

5.7 London Borough of Lambeth Unitary Development Plan (2007)

- Policy 7 Protection of Residential Amenity
- Policy 9 Transport Impact
- Policy 14 Parking and Traffic Restraint
- Policy 21 Location and Loss of Offices
- 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 35 Sustainable Design and Construction
- Policy 36 Alterations and Extensions
Policy 39 Streetscape, landscape and public realm design
Policy 45 Listed buildings
Policy 47 Conservation Areas

5.8 **Supplementary Planning Documents**

S106 Planning Obligations (2012)
Draft revised S106 Planning Obligations (2013)
6 ASSESSMENT

6.1 Land Use

6.1.1 The application proposes change of use of offices (Use Class B1) to a hotel (Use Class C1).

Loss of Office (B1a) employment use

6.1.2 Paragraph 2 of the NPPF states that planning policies should avoid the long term protection of sites allocated for employment use where there is no reasonable prospect of a site being used for that purpose. In such instances, applications for alternative uses of land or buildings should be treated on their merits having regard to market signals and the relative need for different land uses to support sustainable local communities.

6.1.3 London Plan 2011 Policy 4.1 seeks to develop London’s Economy and Policy 4.2 supports office development and its protection in appropriate locations. Saved UDP Policy 21 permits the loss of offices outside of Key Industrial and Business Areas (KIBAs) where they are surplus to requirements. This is explained further in Saved UDP Policy 23, which sets out criteria against which a change of use away from an employment use, such as offices, is assessed.

6.1.4 Part (b)(ii) of Policy 23 explains that outside KIBAs, loss of employment floorspace to non-employment use will not be permitted unless “if the site is vacant, it is demonstrated that there is no reasonable prospect in the medium term of re-use or redevelopment to modern standards for an environmentally acceptable employment use”. This is most commonly demonstrated by the submission of marketing evidence showing a lack of demand for the existing building. Lambeth’s Planning Guidance Note: Marketing of Employment Premises and Sites 2008 provides further guidance on criteria that must be met to satisfy the policy constraint.

6.1.5 The building has been vacant since March 2013. In response to the above policies, the applicant has submitted a marketing report prepared by Tuckerman Chartered Surveyors, which sets out the marketing history for the site and assesses the likelihood of the building being viably occupied by an employment use. The report explains that the site had been marketed in a general way online since October 2012 but was then marketed more thoroughly since March 2013. The report includes evidence of the variety of marketing methods used having regard to the Council’s planning guidance note.

6.1.6 As of May 2014, there were 11 viewings and one offer. Of the viewings, only one party viewed with an interest to use the whole building as an office, with the rest either interested in a single floor only or purchasing the entire building and redeveloping it for residential or another non-employment purpose. The single offer that was made came from USwitch, which sought to occupy only the third floor and on a lease which guaranteed only 3 years of income. This would have also required significant outlay by the owner to get the building up and running solely for a single tenant. Given the earlier lack of success in marketing the building, it was considered unlikely that other floors would be let within six months to help balance the cost. Consequently, the offer was not considered commercially viable and was turned down.
6.1.7 Planning Policy officers have reviewed the submitted evidence and are satisfied that the building has been marketed to an acceptable degree and that the lack of success after one year demonstrates a lack of demand for viable employment uses in this building. Officers therefore consider the loss of the office use in this instance is acceptable in principle.

Hotel Use

6.1.8 London Plan 2011 Policy 4.5 supports the development of London’s visitor economy and sets a target for 40,000 additional hotel bedrooms by 2031 in appropriate locations. Lambeth Core Strategy Policy S3 supports visitor accommodation in major centres or outside such centres where public transport accessibility is good.

6.1.9 The site is not located in the Central Activities Zone (CAZ), Vauxhall or Waterloo Opportunity Areas, or Brixton or Streatham Town centres where development of hotel accommodation is encouraged to locate. Consequently, in order to be acceptable a proposed site for a hotel must be located in areas where public transport accessibility levels (PTALs) are ‘good’ or above (score of 4 or above) and have connections to Central London and major transport termini. The site has a PTAL rating of ‘excellent’ (score of 6a), with good connections to central London and Waterloo station. It is very near to the Oval Local Centre. In the circumstances, it is considered that the application site is in an acceptable location for hotel use, subject to considerations such as traffic, residential amenity, among others, which are discussed in later sections of this report.

6.1.10 London and local planning policy does not contain any minimum space standards for hotel room sizes however the proposed rooms would comply with the prospective hotel occupier’s (Premier Inn) own standards and specifications. Furthermore, in accordance with London Plan Policy 4.5, the hotel would provide at least 10% of its rooms as wheelchair accessible (15 out of 148 rooms).

6.1.11 Planning Policy officers have also assessed suitability of the site for hotel use and consider the site appropriate for such development in land use terms.

6.1.12 Local resident objections have been received on grounds of the loss of the office use and to the low-cost nature of the hotel. The reasons for accepting the loss of offices have been explained earlier in this section. Planning policy does not distinguish between low-cost or high-end hotels and therefore the exact nature of the hotel operator is not a material planning consideration.

6.1.13 Local resident objections have also been received on grounds of the intensity of the development and the fact that the local streets are designated Streets under Conversion Stress. This designation only applies to permanent residential accommodation however the intensity of the development is still considered acceptable. The existing office building would have accommodated a significant number of people (estimated 414 people based on 16sqm per worker). At absolute maximum capacity the hotel can accommodate 500 persons and would have 43 staff. However, according to the applicant the likely average occupancy would be 84% which is equivalent to 125 rooms or 420 persons. The likely level of occupation would therefore be comparable to that of the existing office building. This level of occupation is not considered likely to place undue pressure on local infrastructure.
6.1.14 Although under saved Policy 23 of the UDP, hotels are not considered to be ‘employment uses’ under planning policy, the proposed hotel would generate at least 43 new jobs and therefore would be a positive contributor to employment availability within the borough.

6.2 **Design and Appearance**

6.2.1 The NPPF attaches great importance to the design of the built environment, stating that good design is a key aspect of sustainable development. London Plan Policies 7.4, 7.5 and 7.6 require development to be of the highest design quality, having regard to the local urban form. This is reflected locally in Lambeth Core Strategy Policy S9 and Saved UDP Policies 31, 33 and 36.

6.2.2 The application proposes a number of external alterations and extensions to the building. These have been described in more detail in section 4 of the report but can be understood to be either changes to the internal courtyard or changes to the external elevations.

6.2.3 The extensions and alterations to the internal courtyard would provide additional space whilst retaining the courtyard’s function as a lightwell for the building. They would be subordinate to the main building and would not be noticeable from outside of the site. Consequently, they are considered acceptable.

6.2.4 Works that would be visible from outside the site consist of new fire escape doors on the front and southern elevations, a reduced entrance canopy and new front boundary treatment. The fire escape doors and new canopy would have a minor impact on the appearance of the building. The proposed front boundary treatment consists of a white rendered plinth with metal railings above and two planters. The railings would match those used elsewhere on the site and would replace existing concrete bollards. Combined with two small planters, the new boundary treatment would improve the public realm and pedestrian environment, which is a particular aim under local area Policy PN7 of the Lambeth Core Strategy.

6.2.5 The proposal included a third floor extension however, following concern from local residents and advice from conservation and design colleagues, this extension was removed. The design officer, as well as one local resident, requested further soft landscaping at the front however the opportunities for soft landscaping or other interventions at the front are limited due to the need to retain the existing forecourt car parking and servicing. Conservation and Design have raised no other concerns with the proposal as amended.

6.2.6 In respect of the car park site, physical works consist of demolition of an existing shed and the erection of a new entrance gate. The demolition of the shed would have no adverse impact on the appearance of the site but would enhance its appearance as it would remove a derelict structure. No details of the proposed gate have been provided and therefore a condition is recommended requiring details of the gate to be submitted for officer review.

6.2.7 The submitted documents include an indicative scheme of signage however this does not form part of this application as signage and advertising will require a separate consent under the advertisement regulations.

6.2.8 Subject to the conditions identified above and a condition requiring the use of matching materials, the proposal would be of an acceptable design and cause no significant harm to the character and appearance of the local area.
6.3 Conservation Area and Heritage Assets Considerations

6.3.1 The NPPF requires local planning authorities to give great weight to the conservation of ‘designated heritage assets’ such as Listed Buildings and Conservation Areas. London Plan 2011 Policy 7.8 requires development affecting heritage assets and their settings to protect their significance. This is reflected locally under Core Strategy 2011 Policy S9 and Saved UDP Policies 45 and 47.

6.3.2 The application site is located in the St Marks Conservation Area and is near three sets of Grade II Listed early 19th Century terrace houses. Conservation and Design Officers have assessed the proposal and consider that the development would cause no harm to the conservation area or nearby listed buildings. This is due to the relative minor nature of the external alterations and the extensions being internal to the site.

6.3.3 The proposed development would therefore cause no harm to the appearance or character of the conservation area or to the setting of the nearby listed buildings.

6.3.4 The Mayor of London has identified a number of views across London, which contribute to the image and character of London at the strategic level. Under London Plan Policy 7.12, new development should not harm, and where possible, should make a positive contribution to the characteristics and composition of the London Skyline and its landmark elements. This is supported by Core Strategy Policy S9.

6.3.5 The site is within the ‘Parliament Hill Oak Tree to Palace of Westminster’ and ‘Parliament Hill Summit to the palace of Westminster’ protected vistas. The proposed development includes the addition of new boiler and plants rooms on the roof of the building but these would not significantly affect the roof profile of the building and would not harm the characteristics and composition of these views.

6.4 Impact on Neighbouring Amenity

6.4.1 London Plan Policy 7.6 as well as Saved UDP Policies 7, 33 and 36 require development to cause no unacceptable harm to the amenity of the occupiers of surrounding buildings, particularly residential buildings, in respect of privacy, overlooking, overshadowing, sense of enclosure, noise, light or other nuisance.

Daylight/sunlight

6.4.2 The applicant has submitted a daylight/sunlight assessment based on Building Research Establishment (BRE) standard methodology. The study identified a small but insignificant impact on natural lighting levels at neighbouring properties arising from a third floor extension, which originally formed part of the proposal however this has now been removed. The other extensions to the building are internal to the site and would have no implication for neighbouring daylight or sunlight conditions. Some objections raised concerns about this issue but they are considered to be addressed by the amendment to the scheme.

Sense of enclosure

6.4.3 For the same reasons explained above, there would be no change to the existing sense of enclosure experienced by occupiers of neighbouring buildings.

Privacy and overlooking
6.4.4 The existing building has many windows and almost all of them would be retained. The majority of the building's windows face towards the street or into the internal courtyard. However, no. 56 Crewdson Road is a house located immediately to the south and is positioned such that a number of windows on the building which face southwest into the internal courtyard also face towards the rear windows this house. These windows are just over 12m away. Although this relationship has been in place since the building was built and would have resulted in an established level of overlooking, the proposed change of from office to hotel would result in a different pattern of use of the building. There would be more activity in the evening as guests stay in the hotel rather than when the building was used for offices where activity is more intense during business opening hours.

6.4.5 To protect the occupiers of no. 56 from harmful overlooking, the windows in question would have obscuring film fixed to 1.8m above floor level. A small section at the top of each window would be openable to provide opportunities for ventilation for guests but this would be 2.1m above floor level. These details are specified on drawing no. H8373-46 rev B. Consequently, there would be no harmful overlooking arising from the proposal and the local resident objections on this basis are considered to have been addressed.

Noise and General Disturbance

6.4.6 The proposed development includes the provision mechanical roof plant (air-conditioners etc.) and according to Lambeth noise policy, mechanical noise should not exceed the existing background noise level. The applicant has submitted a noise assessment, which surveyed the level of ambient noise which the mechanical plant must not exceed. The Council's Noise officer is satisfied with the submitted information. A condition would be applied to ensure this limit is adhered to.

6.4.7 Concern has been raised by some residents and a Ward Councillor over the potential for noise disturbance from guests departing and arriving or those smoking outside the premises. The existing entrance to the building on Clapham Road would be the only means of formal entry and exit for guests. This entrance is located in the centre of the Clapham Road elevation and is a considerable distance away from residential properties. Clapham Road is a busy vehicle and pedestrian thoroughfare and it is unlikely that activity and noise associated with the hotel use would rise significantly above existing background activity and noise.

6.4.8 The objections also raise concern about the timing of deliveries and the potential noise impacts. Servicing and deliveries are proposed to take place along Clapham Road, which is already a busy thoroughfare, but appropriate delivery times would be agreed as part of a Servicing and Delivery Management Plan to be secured by condition.

Smells/fumes

6.4.9 The hotel includes a kitchen, which would require extract ventilation. It is proposed that the extract flue is taken up to the 5th floor and terminated at high level with an odour neutraliser. A condition is recommended requiring the submission and approval of the ventilation system in consultation with the council's Food, Health and Safety Team. These measures would mitigate local resident concerns over this element of the proposal.
6.5 **Transport and Highways**

6.5.1 The NPPF seeks reductions in greenhouse gas emissions and congestion. London Plan 2011 Policy 6.3 requires developments not to cause unacceptable harm to either public or private transport networks or have an adverse impact on transport safety. Walking and cycling are encouraged under Policies 6.9 and 6.10. These policy aims are reflected locally in Core Strategy Policy S4 and UDP Saved Policies 9 and 14.

6.5.2 Currently, there are six parking spaces along the front of the site as well as 19 spaces located on a separate site off Crewdson Road. The application proposes to remove the six spaces at the front and create a delivery, servicing and drop-off bay as well as provide two Blue Badge parking spaces. The building is currently serviced from Handforth Road where vehicles can enter the building’s central courtyard. This area would be closed to vehicles and partially filled in with extensions.

6.5.3 The Crewdson parking site would continue to be used but additional spaces would be created by demolishing an existing shed and optimising the layout of spaces. A total of 22 spaces would be provided, including two additional Blue Badge spaces (providing a total of four Blue Badge spaces across the development).

6.5.4 Transport for London and Council Transport officers have assessed the proposed development and raised no objection subject to conditions. Their comments have informed the following assessment.

6.5.5 The level of parking is comparable to the existing office use and the submitted Transport Assessment concludes that the trips generated by the hotel can be accommodated by this provision. Although in areas of high public transport accessibility planning policy discourages parking provision, retaining a similar level of parking provision can be accepted in this instance in order to avoid an increase in parking stress on local streets.

6.5.6 The site falls within the Kennington ‘K’ controlled parking zone (CPZ), which restricts parking 08:30 to 18:30 on weekdays. No parking stress survey has been undertaken so it is not known what the existing levels of saturation are. However, the absence of survey at application stage is not considered to be problematic as the proposed level of parking provision should meet demand. However, conditions will be applied requiring a parking stress survey as part of a parking management plan which would include on-going monitoring. The applicant has also agreed to contribute financially through a s106 agreement towards the local consultation on possible future amendments to the CPZ. Transport for London have requested conditions requiring the provision of electric vehicle charging points. This can be secured by condition.

6.5.7 Local residents and a Ward Councillor have raised concerns over the potential impact of increased traffic and parking demand. However, it is considered that the continued provision of off-street parking would preclude any serious harm to the safe operation the local highway network or lead to parking demand that could not be accommodated on local streets.
6.5.8 Servicing and deliveries will take place at the front of the site via an existing slip road running parallel to Clapham Road. On average there would be two service visits per day. The submitted vehicle swept paths show that in order to access the delivery and servicing area, vehicles will need to pass across the full width of Handford and Crewdson Roads. Although this is cumbersome these adjacent roads are considered to be able to handle these movements. It would also be necessary to amend the kerb and footway at the each end of the slip road. Although this is not ideal, there would be no reduction in pavement width but some reduction in the width of the tactile paving. However, this is not considered to be sufficient grounds for refusal of this application. In order to avoid adverse vehicle access issues, service vehicles must be no larger than a 12m rigid vehicle. This can be secured by a condition. A servicing and delivery management plan can also be secured to ensure vehicles arrive in an agreed way. Conditions to secure this requirement are also recommended.

6.5.9 As Clapham Road is part of the Transport for London Road Network, the applicant will need to enter into a s278 agreement with TfL to facilitate the amendments to the highway. This would be served via a s106 agreement.

6.5.10 Under London Plan policy, three coach parking bays should be provided on site. This is not possible due to site constraints. The drawings show that the servicing and delivery bay could be used as parking for one coach however Premier Inn often do not accept coach party bookings and for this site the applicant is happy to accept a condition restricting coaches from arriving at the hotel.

6.5.11 The submitted drawings show provision of two guess cycle spaces at the front of the main site and 16 cycle parking spaces for staff within the internal courtyard of the site. This consists of 11 Sheffield stands and six wall mounted stands. Although this amount of provision is acceptable, wall mounted spaces are not ideal and these particular stands have no weather protection. It is preferable that all cycle parking is provided as Sheffield stands and is covered. Although the site is constrained, further details would be required to ensure that the development provides the best cycle parking possible. This would be secured by condition.

6.5.12 The proposed parking arrangements rely on controlled access gates to the central courtyard as well as to the remote parking site. To ensure quality and security, details of these gates and access control are to be secured by condition.

6.5.13 Subject to the satisfactory discharge of these conditions, the development would cause no significant harm to local highway and transport conditions.

6.6 Crime Prevention / Community Safety


6.6.2 The development has been designed to incorporate principles of “Secured by Design”. Public areas would receive natural surveillance from surrounding buildings and a complete CCTV system for the hotel and car park site would be implemented. Guest cycle parking would be adjacent to the hotel entrance and staff cycle parking would be in the internal courtyard, both will be covered by CCTV. Appropriate lighting would be installed in conjunction with the CCTV system.

6.6.3 In addition, the proposed bar/restaurant will be closed from public access out of hours (after 1am) and access to the interior of the hotel would be controlled by electronic key fob.
Accordingly, the proposed development is considered to be designed to Secure by Design Principles. Conditions will be applied requiring the submission for approval of details of the CCTV system and external lighting scheme.

The Council’s Design out Crime officer has raised no objection to the scheme but advised that a Crime Prevention Strategy should be submitted for approval. This would be secured by condition.

Planning Obligations and CIL

The Council adopted an updated S106 Planning Obligations Supplementary Planning Document (SPD) in April 2012. This document pre-dated the introduction of the Lambeth CIL and the preparation of a borough-wide local plan. During 2013 the Council consulted on a revised draft SPD, prepared as at July 2013. The revised draft SPD reflected the anticipated introduction of the Lambeth CIL in 2014. The revised draft SPD was prepared chiefly against the background of the Core Strategy and the Saved UDP, although it also acknowledged the emerging Lambeth Local Plan. Consideration of what, if any, planning obligations are appropriate in relation to the application has been guided by the approach set out in the July 2013 revised draft SPD. The final package of obligations put forward reflects current circumstances and the individual facts of the application.

For a development of this size and type, the following contributions would be appropriate:

- £10,000 CPZ consultation contribution
- Local Training in Construction
  - 1 trainee placement per 10 construction workers,
  - £17,500 contribution (£2,500 per £1m construction cost)
- £1,425 monitoring charge (5% of total contribution)

Travel Plan and £1,000 contribution to Travel Plan monitoring

Travel Plans set out ways of encouraging the use of sustainable modes of transport and these are subject to further review by the Council. This contribution is required to recover the Council’s costs in doing this.

£10,000 CPZ consultation contribution

There are plans for all of Lambeth's Controlled Parking Zones to be reviewed and local consultation will form part of this process. As the development would have a potential impact on the local CPZ, this contribution is sought in order to help facilitate the consultation and subsequent review of the CPZ.

Local Training Construction

The Council is seeking to promote access for local people in construction training and jobs to promote skilled employment opportunities for local residents. To help this, the S106 SPD sets out a formula for a financial contribution (£2,500 per £1m construction cost) and seeks provision of one construction nominee trainee placement per 10 construction workers.

Monitoring charge

This contribution is for recovering the Council’s costs in administering and monitoring s106 agreements and is based on a standard formulae (5% of total value of the s106 where this is more than £12,500).
6.7.7 If the application is approved and the development is implemented, there would be no liability to pay the Lambeth Community Infrastructure Levy (CIL) as there is no liability for hotel uses outside of the Waterloo and Vauxhall areas.

6.7.8 The London Mayoral CIL would also be applicable and the estimated contribution would be £7,173. The London Mayoral CIL will be applied towards the cost of Crossrail. The figure is calculated based on the provision 204.95 sqm of additional floor space.

6.8 **Other planning issues**

*Archaeology*

6.8.1 The NPPF gives weight to the conservation of heritage assets with archaeological interest. London Plan Policy 7.8 requires development to make provision for the protection of archaeological resources.

6.8.2 The site is within an Archaeological Priority Area due to it being located along a historic Roman Road route. However, the application site would have been extensively excavated as part of the development of the existing building and the small amount of excavation required for the proposed extensions to the property are unlikely to encounter archaeological assets.

*Inclusive design*

6.8.3 London Plan Policy 7.2, Core Strategy Policy S9 and Saved UDP Policy 31 require developments to be in accordance with principles of inclusive design to ensure it is accessible to all groups, especially older and disabled people.

6.8.4 The proposed hotel is designed to be fully accessible. Two accessible parking bays would be provided at the front of the site with two more provided in the nearby car park. Ramped access would be provided to the main entrance as would lift access to all floors. 15 wheelchair accessible rooms would be provided as well as a unisex accessible toilet in the reception area. Door and corridor widths would be 800mm and 1200mm wide, respectively consistent with the requirement for wheelchair accessibility.

*Sustainability*

6.8.5 The NPPF identifies the need to reduce greenhouse gas emissions and support the delivery of renewable and low carbon energy in new development. London Plan 2011 Policy 5.2 requires development to make the fullest contribution to minimising carbon dioxide emissions in accordance with the Mayor's energy hierarchy. This is supported by Core Strategy Policy S7, Saved UDP Policy 35 and guidance within the Council's Sustainable Design and Construction SPD (2008). London Plan Policy 5.6 also requires major development proposals to evaluate the feasibility of connecting to or incorporating within the development a wider heating or cooling network.

6.8.6 The applicant has submitted an Energy and Sustainability Statement, which has been reviewed by the Council's sustainability consultant and revised in response. The development would achieve a total carbon reduction of 25% compared to a Building Regulation 2010 compliant scheme by improving the thermal efficiency of the existing building, improving the efficiency of the energy system and incorporating some Solar PV generation in accordance with the 'Lean, Clean, Green' hierarchy in the London Plan. The document also sets out that the development would be able to achieve at least BREEAM 'Very Good'.
6.8.7 The Council’s sustainability consultant considers the energy strategy acceptable and has recommended two conditions to ensure compliance with the strategy and achievement of BREEAM ‘Very Good’.

Waste

6.8.8 London Plan Policy 5.17, Core Strategy Policy S8 and saved UDP Policy 35 require all new development to provide suitable waste and recycling storage facilities.

6.8.9 A refuse store would be provided on the ground floor near the gated entrance on Handforth Road. Lambeth’s Waste and Recycling Technical Specification (2013) provides general guidance on the waste requirements for hotels but does not advice a minimum standard waste provision as it is highly dependent on the nature of the hotel. A condition would be applied to require submission and approval of details for waste and recycling storage and its management to ensure that adequate provision is made.

Flood Risk and Surface Water Management

6.8.10 When determining applications, the NPPF requires local planning authorities to ensure that development does not increase flood risk elsewhere or is properly considered against the relevant tests when located in an area at risk of flooding. This is supported by London Plan Policy 5.12 and Core Strategy Policy S6. In addition, London Plan Policy 5.13 encourages the use of sustainable urban drainage systems (SUDS) to minimise surface water runoff.

6.8.11 The site is not located within an area at risk of flooding but is within a Critical Drainage Area, which are areas with identified drainage problems.

6.8.12 As no significant changes to the amount of hardstanding or overall development are proposed, the proposed development would cause no significant change to existing surface water run-off rates. The Environment Agency have been consulted and it has assessed the proposed development as low risk and holds no objection.

6.8.13 Thames Water has no objection to the proposal subject to two conditions being applied requiring the submission of details for approval of any drainage works and impact piling. A number of informatives are also required. These will be attached to the decision should permission be granted.

6.8.14 It is therefore considered that the proposed development would not increase flood risk in compliance with the above policies.

Air Quality

6.8.15 Lambeth is in a designated Air Quality Management Area (AQMA), which is an area that is unlikely to achieve national air quality targets. The NPPF requires the impact on air quality be assessed, particularly in an AQMA. This is continued under London Plan 2011 Policy 7.14, which states that development should minimise exposure to existing poor air quality and should not lead to further deterioration. Core Strategy Policy S7, is in general conformity with the London Plan.

6.8.16 The applicant has submitted an air quality assessment, which found that the existing air quality is poor, which is typical for the borough. The proposed development has limited parking so the increase in traffic flows on nearby roads is likely to be insignificant and therefore there would be no significant increase in local air pollution arising from car parking or other pollution activity associated with the proposed hotel use.
6.8.17 In order to minimise exposure to poor air amenity on hotel staff and guests, the front facade of the hotel will be sealed and a ventilation system drawing air from roof level will provide air of an acceptable quality.

7 CONCLUSION

7.1 It has been satisfactorily demonstrated that there is no reasonable prospect of the existing vacant office floor space being used for employment uses in the medium term. The proposed development will bring forward additional hotel bed spaces, contributing towards London Plan targets, and is in a highly accessible location near a local centre. The proposed external alterations would have little impact on the design and appearance of the application property and would cause no harm to the character and appearance of the conservation area or the setting of the nearby listed buildings. There would be no demonstrable impact on neighbouring residential amenity and subject to the imposition of appropriate conditions and the agreement of s106 contributions, the likely traffic impacts would be adequately mitigated.

7.2 Consequently, the recommendation is to grant planning permission subject conditions and the completion of the s106 agreement. However, if the Section 106 Agreement is not signed by 07 April 2015 then refusal of the application is recommended.

8 RECOMMENDATION

8.1 Recommendation 1

8.1.1 Grant conditional planning permission subject to Section 106 Agreement.

Conditions(s)

Standard 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. The development hereby permitted shall be carried out in accordance with the approved plans listed in this notice.

Reason: For the avoidance of doubt and in the interests of proper planning.

Materials to Match

3. The materials to be used for the external surfaces of the development hereby permitted shall match those of the existing building. All new works and works of making good to the retained fabric shall be finished to match the adjacent work with regards to the methods used and to material, colour, texture and profile, unless the prior written approval of the local planning authority is obtained to any variation, or except where otherwise stated on the approved drawings.

Reason: To safeguard the visual amenities of the area in compliance with London Plan Policies 7.6 and 7.8, Core Strategy Policy S9 and Saved UDP 2007 Policies 31, 32, 33, 36
and 38.

**Kitchen Extraction and Mechanical Plant**

4. 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 kitchen exhaust ducting/ventilation and filtration, 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, 33 and 36 and Policy S9 of the Core Strategy.

**Refuse and recycling storage**

5. Notwithstanding the approved plans, no part of the development hereby approved shall be occupied or used until full details of the refuse and recycling storage, have been submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried out solely in accordance with the approved details.

Reason: To ensure 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 in accordance with Policies 35 and 36 of the London Borough of Lambeth UDP: Policies saved beyond 5th August 2010 and Policies S8 and S9 of the Core Strategy (2011).

**Waste Management Plan**

6. Details of a waste management plan for the development hereby approved, incorporating provision for refuse storage and recycling facilities on the site, the provision of litter bins both inside and outside the premises for use by customers and any commercial refuse and used cooking oil collection service to be used by the development, shall be submitted to and approved in writing by the Local Planning Authority prior to commencement the hotel use. The waste management plan shall be implemented in accordance with the approved details prior to the occupation of the buildings and shall thereafter be maintained as such for the duration of the permitted use, unless otherwise agreed in writing by the local planning authority.

Reason: To ensure that adequate provision is made for the storage of refuse and recyclables on the site, in the interests of the amenities of the area (Policies 9, 14, 35 of the Saved Unitary Development Plan and Core Strategy Policies S8 and S9).

**Pipes and vents**

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

Reason: In order to protect the visual amenities of the locality in compliance with Saved Unitary Development Plan 2007 Policies 33, 36, 38, 45 and 47 and Core Strategy Policy S9 (2011).
Community Safety

8. The use of the development shall not commence 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 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
The approved measures are to be implemented in full and retained thereafter for the duration of the use.

Reason: To protect the amenities of the area and in the interests of public safety in accordance with London Plan 2011 Policy 7.3 and Saved Policy 32 of the Lambeth UDP 2007.

Plant Noise

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

Reason: To safeguard amenity of existing and future residents (Saved Policies 7 and 33 of the Saved Unitary Development Plan (2007) and Policy S9 of the Core Strategy (2011))

Accessible Rooms

10. The 15 wheelchair accessible rooms shall be provided as shown on approved plans H3873-37E, H3873-38D, H3873-39D, H3873-40D and H3873-41D and shall be retained as such for the duration of the permitted use, unless otherwise agreed in writing by the local planning authority.


BREEAM – Design Stage

11. Within three months of work starting on site a BREEAM Design Stage 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 an Excellent (minimum score 70) rating will be achieved.

Reason: To ensure that the development has an acceptable level of sustainability (Policy 35 of the London Borough of Lambeth Unitary Development Plan (2007): Policies saved beyond 5 August 2010 and not superseded by the LDF Core Strategy January 2011, and Policy S7 of the London Borough of Lambeth Core Strategy (January 2011)).
BREEAM 2 – Post-construction stage

12. Prior to first occupation of the building(s) 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 an Excellent (minimum score 70) rating has been achieved.

Reason: To ensure that the development has an acceptable level of sustainability (Policy 35 of the London Borough of Lambeth Unitary Development Plan (2007): Policies saved beyond 5 August 2010 and not superseded by the LDF Core Strategy January 2011, and Policy S7 of the London Borough of Lambeth Core Strategy (January 2011)).

Energy Strategy

13. The development shall be implemented in accordance with the approved Energy Strategy and shall not commence until full Design Stage calculations under the Standard Assessment Procedure/ National Calculation Method have been submitted to and approved in writing by the Local planning Authority to show that the development will be constructed in accordance with the Energy and Sustainability Statement (MES Building Solutions, October 2014), and any subsequent approved revisions.

Prior to first occupation of the building(s) evidence (e.g. photographs, installation contracts and as-built certificates under the Standard Assessment Procedure/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 Energy and Sustainability Statement (MES Building Solutions, October 2014), and any subsequent approved revisions.

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 Policy S7.

Design and Method Statement

14. The development hereby permitted shall not be commenced until a detailed Design and Method Statement for all of the foundations, basement and ground floor structures, or for any other structures below ground level, including piling (temporary and permanent), has been submitted to and approved in writing by the local planning authority. The Design and Method Statement shall:

a) provide details on all structures to be used in the construction of the development;
b) demonstrate how the development works would accommodate the location of the existing London Underground structures and tunnels;
c) demonstrate how the development works would accommodate ground movement arising from the construction thereof;
d) set out the proposed mitigation for the effects of noise and vibration arising from the adjoining operations within the structures and tunnels; and
e) provide details of the basement ventilation strategy.

Thereafter all structures and works shall be implemented in accordance with the Design and Method Statement hereby approved.

**Change of Use**

15. 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 remains in hotel use (C1). Alternative uses would require consideration against the Council's policies.

**Cycle Parking**

16. Notwithstanding the submitted drawings, no part of the building hereby permitted shall be occupied or used until full details of secure and weatherproof cycle parking for 16 cycles have been submitted to and approved in writing by the Local Planning Authority. If physical constraints preclude full compliance with the above requirement, a different level of provision may be agreed with the Local Planning Authority. The details shall be implemented in full accordance with the approved details and retained thereafter.

Reason: To ensure adequate cycle parking is available on site and to promote sustainable modes of transport. (Policies 9 and 14 of the London Borough of Lambeth Unitary Development Plan (2007): Policies saved beyond 5 August 2010 and not superseded by the LDF Core Strategy January 2011, and Policy S4 of the London Borough of Lambeth Core Strategy (January 2011)).

**Access Gates**

17. No part of the building hereby permitted shall be occupied or used until details of all gated entrances, including details of access control, have been submitted to and approved in writing by the Local Planning Authority. The details shall be implemented in full accordance with the approved details and retained thereafter.

Reason: To ensure satisfactory layout of the site in the interests of safety, visual Amenity and encouraging use of sustainable transport, having regard to Policies 7, 9 and 33 of the Unitary Development Plan: Policies saved beyond 5 August 2010 and not superseded by the LDF Core Strategy January 2011, Policies S4 and S9 of the Core Strategy 2011 and Policies 6.9 and 7.6 of the London Plan.

**Parking Management Plan**

18. Prior to the occupation of any part of the development site hereby permitted, a Parking Management Plan for the development shall be submitted to and approved in writing by the Local Planning Authority. The Parking Management Plan shall include a parking stress survey to confirm the existing parking saturation on adjacent streets as a benchmark for on-going monitoring, details of how ingress and egress will be managed as well as include measures for managing taxi set down and pick up of passengers. Thereafter, the approved parking management plan shall be implemented and operated for the duration of the permitted use.
Reason: To prevent the parking areas becoming obstructed, to maximise use of the parking bays and to ensure that pedestrian and vehicular safety is not prejudiced (Policies 9 and 14 of the London Borough of Lambeth’s adopted Unitary Development Plan and Core Strategy (2011) Policy S4).

Construction Logistics Plan

19. No development shall commence until full details of the proposed construction methodology, in the form of a Method of Demolition and Construction Statement, have been submitted to and approved in writing by the Local Planning Authority in consultation with Transport for London (TfL). The Method of Demolition and 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 if 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
- measures to improve cycle safety
- other measures to mitigate the impact of construction upon the operation of the highway, cycle super highway and the amenity of the area.

The details of the approved Method of Demolition and Construction Statement must be implemented and complied with for the duration of the demolition and construction process.

Reason: To ensure minimal nuisance or disturbance is caused to the detriment of the amenities of adjoining occupiers and of the area generally, and avoid hazard and obstruction to the public highway. (Policies 7, 9, 31, and 33 of the Unitary Development Plan: Policies saved beyond 5th August 2010 and not superseded by the Local Development Framework Core Strategy January 2011 and Policy S4 of the Local Development Framework Core Strategy (January 2011).

Electric Charging Points

20. Prior to the first use of the hotel, 20% of all parking spaces hereby authorised shall be fitted with electric vehicle charging points (EVCP’s), with a further 20% having passive provision.


No Coaches

21. Guests and visitors shall not arrive by coach and the hotel operator shall not accept coach party bookings for the duration of the permitted use.

Reason: In order to ensure that pedestrian and vehicular safety is not prejudiced (Saved Policies 9 and 14 of the London Borough of Lambeth’s adopted Unitary Development Plan (2007) and Policy S4of the Lambeth Core Strategy (2011)).
Delivery and Service Plan

22. No part of the development hereby permitted shall be occupied until a detailed strategy for the management of deliveries and servicing has been submitted to and approved in writing by the local planning authority. The strategy shall include measures to avoid localised congestion, parking on footways and damage to buildings caused by vehicles as well as stipulate that no vehicle larger than a 12m rigid vehicle shall service or deliver to the site. The applicant shall detail a booking system to be operated for the servicing which will co-ordinate the arrival of deliveries to ensure that all associated vehicles can be accommodated within the site with no need to wait on the adjoining highway and also set out a robust enforcement regime to ensure that no unauthorised use occurs. 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 (Policy 9 of the Saved Unitary Development Plan 2007 and Policy S4 of the Core Strategy (2011)).

Restaurant/bar opening hours

23. Other than for hotel guests, the use of the ancillary ground floor restaurant/bar hereby permitted shall only operate within the following times:

06.00 Hours to 01.00 Hours - Monday through to Sunday

Reason: To ensure that no nuisance or disturbance is caused to the detriment of the amenities of adjoining occupiers or of the area generally. (Policy 7 of the London Borough of Lambeth Unitary Development Plan (2007): Policies saved beyond 5 August 2010 and not superseded by the LDF Core Strategy January 2011 and Policy S9 of the Lambeth Core Strategy (2011)).

Drainage Strategy

24. Development shall not commence until a drainage strategy detailing any on and/or off site drainage works, has been submitted to and approved by, the local planning authority in consultation with the sewerage undertaker. No discharge of foul or surface water from the site shall be accepted into the public system until the drainage works referred to in the strategy have been completed.

Reason: The development may lead to sewage flooding; to ensure that sufficient capacity is made available to cope with the new development; and in order to avoid adverse environmental impact upon the community. (Policy 5.13 of the London Plan 2011)).

Impact piling

25. No impact piling shall take place until a piling method statement (detailing the depth and 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 sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.

Reason: The proposed works will be in close proximity to underground sewerage utility
infrastructure. Piling has the potential to impact on local underground sewerage utility infrastructure. (Policy 5.14 of the London Plan 2011). The applicant is advised to contact Thames Water Developer Services on 0800 009 3921 to discuss the details of the piling method statement.

**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. Your attention is drawn to the requirements of:

2. The Building Regulations, and related legislation which must be complied with to the satisfaction of the Council's Building Control Officer.

3. The Party Wall Act 1996 in relation to the rights of adjoining owners regarding party walls etc. These rights are a matter for civil enforcement and you may wish to consult a surveyor or architect.

4. The Control of Pollution Act 1974 concerning construction site noise and in this respect you are advised to contact the Council's Environmental Health Division.

5. You are advised of the necessity to consult the Principal Highways Engineer of the Highways team on drw@lambeth.gov.uk in order to obtain necessary prior approval for undertaking any works within the Public Highway including Scaffold, Temporary/Permanent Crossovers, Oversailing/Undersailing of the Highway, Drainage/Sewer Connections and Repairs on the Highways, Hoarding, Excavations, Temporary Full/Part Road Closures, Craneage Licenses etc. You are advised to contact the Highways team at the earliest possible opportunity.

6. The footway and carriageway on the A3 Clapham Road must not be blocked during the conversion of 43 – 59 Clapham Road. Temporary obstructions during the conversion must be kept to a minimum and should not encroach on the clear space needed to provide safe passage for pedestrians or obstruct the flow of traffic on the A3 Clapham Road.

7. All vehicles associated with the conversion of 43 – 59 Clapham Road must only park/stop at permitted locations and within the time periods permitted by existing on-street restrictions.

8. No skips or construction materials shall be kept on the footway or carriageway on the TLRN at any time. Should the applicant wish to install scaffolding or a hoarding on the footway whilst undertaking this work, separate licences may be required with TfL, please see, [https://www.tfl.gov.uk/info-for/urban-planning-and-construction/highway-licences](https://www.tfl.gov.uk/info-for/urban-planning-and-construction/highway-licences)

9. It should be noted that TfL will need to be consulted on any changes to the frontage of the hotel. Any illumination for the shop signs must be below the limit set out in the Institute of Lighting Engineers (ILE) technical note number 5 “The brightness of illuminated advertisement” and should not have any intermittent light source, moving feature, animation or exposed cold cathode tubing.

10. There are large water mains adjacent to the proposed development. Thames Water will not allow any building within 5 metres of them and will require 24 hours access for maintenance purposes. Please contact Thames Water Developer Services, Contact Centre on Telephone No: 0800 009 3921 for further information.
11. Thames Water requests that the Applicant should incorporate within their 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.

12. In respect of condition 8, the relevant standards are “Secured by Design - New Homes 2014” Section 2 and Annexes A and B - ‘Hotels & Student accommodation’ & A - ’Access Control & CCTV standards.’ The external security lighting of the hotel and car park should meet the section appropriate for the use defined in BS 5489-1:2013.

8.2 Recommendation 2

Refuse planning permission due to non completion of Section 106 Agreement where the same is not completed and signed by 07 April 2015 for the following reason:


Background documents – Case file (this can be accessed via the planning Advice Desk, Telephone 020 7 926 1180).

For advice on how to make further written submissions or to register to speak on this item, please contact Democratic Services, 020 796 2170 or email.