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L.B. Lambeth LA 100019338
### Address:
10 Pascal Street, London, Lambeth, SW8 4SH

### Application Number:
15/06216/FUL

### Case Officer:
Ross Whear

### Ward:
Oval

### Date Received:
28/10/15

### Proposal:
A residential led mixed use development above and surrounding the proposed Nine Elms Station comprising four buildings between 5 and 20 storeys above the station podium and ranging in height from 29m AOD to 92m AOD, providing 332 residential units (C3) comprising 1 bed, 2 bed, 3 bed and 4 bed apartments; 4,811sqm of workspace/office (B1); 272sqm of assembly and leisure (D2) and 580sqm of retail (falling within class A1/A3/A4), a new public square, amenity space, play space, pedestrian and cycle connections, cycle parking, disabled car parking and associated works.

### Drawing numbers:

<table>
<thead>
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<th>Drawing Code</th>
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### Documents:

- Design and Access Statement (Grimshaw)
- Design and Assess Statement Addendum (Grimshaw) (January 2016)
- Planning Statement (Quod) (December 2015)
- Air Quality Assessment (Mott MacDonald) (October 2015)
- Air Quality Assessment Addendum (Mott MacDonald) (December 2015)
- BREEAM Pre-Assessment (Mott MacDonald) (October 2015)
- BREEAM Pre-Assessment Addendum (Mott MacDonald) (December 2015)
- Code for Sustainable Homes Strategy (Mott MacDonald) (October 2015)
- Code for Sustainable Homes Strategy Addendum (Mott MacDonald) (December 2015)
- Daylight and Sunlight Assessment (GVA Bilfinger) (December 2015)
- Energy Assessment (Mott MacDonald) (December 2015)
- Flood Risk Assessment (Mott MacDonald) (October 2015)
- Flood Risk Assessment Addendum (Mott MacDonald) (December 2015)
- Noise and Vibration Assessment (Mott MacDonald) (October 2015)
- Noise and Vibration Assessment Addendum (Mott MacDonald) (December 2015)
- Statement of Community Involvement (Quod) (October 2015)
- Townscape and Visual Impact Assessment (Quod) (October 2015)
- Transport Assessment (Vectos) (October 2015)
- Transport Assessment Addendum Report (Vectos) (December 2015)
- Utilities Infrastructure Report (Mott MacDonald) (October 2015)
- Utilities Infrastructure Report Addendum (Mott MacDonald) (December 2015)
- Wind Analysis (Mott MacDonald) (October 2015)
- Email received 18/02/16 (Quod) RE: Phasing
RECOMMENDATION:

1. Resolve to grant conditional planning permission subject to any direction that may be received following referral to the Mayor of London and subject to the provision pursuant to an undertaking under Section 106 of the Town and Country Planning Act 1990 of the planning obligations listed in this report.

2. Agree to delegate authority to the Director of Planning and Development to:

   ▪ Finalise the recommended conditions as set out in this report including such amendments, additions and/or deletions as the Director of Planning and Development (in consultation with the Planning Committee Chair) considers reasonably necessary; and

   ▪ Negotiate, agree and finalise the planning obligations as set out in this report pursuant to Section 106 of the Town and Country Planning Act 1990, including adding to, amending and/or deleting the obligations detailed in the heads of terms as the Director of Planning and Development (in consultation with the Planning Committee Chair) considers reasonably necessary.

3. In the event that the committee resolves to refuse planning permission and there is a subsequent appeal, delegated authority is given to officers, having regard to the heads of terms set out in the report, to negotiate and complete a document containing obligations pursuant to Section 106 of the Town and Country Planning Act 1990 in order to meet the requirements of the Planning Inspector.

Applicant:
Transport for London
4th Floor
South Wing
55 Broadway
London
SW1H 0BD

Agent:
Mr Matthew Sharpe
Quod
Ingeni Building
17 Broadwick Street
London
W1F 0AX

SITE DESIGNATIONS

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<td>Brixton Historic Towers Local View</td>
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* Does not include Nine Elms Station as this falls outside of the scope of this application.

**Ancillary to the proposed residential accommodation and not open to the public.**

**RESIDENTIAL DETAILS**

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**PARKING DETAILS**

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^ Includes a mix of Blue Badge, Car Club and residential permit holder spaces
EXECUTIVE SUMMARY

The application site is located on the northern side of Pascal Street and corner of Wandsworth Road, approximately 800m to the southwest of Vauxhall Station. The site sits within the Vauxhall Nine Elms Battersea Opportunity Area (VNEB OA) and forms the southern boundary of the Central Activities Zone (CAZ), as identified by the London Plan (2015).

The 0.754ha site is already a construction site, acquired by Transport for London to deliver Nine Elms Underground Station. Nine Elms forms part of the Northern Line Extension from Kennington to Battersea, approved under a Transport and Works Act Order (TWAO) (ref. TWA 3/1/415).

This application relates to the development above and surrounding the proposed Nine Elms Station, but does not include the station itself or the external appearance of the station buildings. These are subject to a separate application to the Council pursuant to Condition 3 (external materials) of the TWAO.

The proposals result in development of a key site, above and surrounding the new Nine Elms Station for residential led-mixed use purposes, providing 332 new homes in three blocks above the station (Buildings A, B and C) and more than 5,000sq.m of new commercial and retail floorspace in a separate block (Building D) to the north of the site. This clearly accords with the land use strategies of the London Plan, the VNEB OAPF, the Lambeth Local Plan and the Vauxhall SPD. The wider public benefit of the development and the physical and economic regeneration benefits (alongside the station) are considered an important aspect in the recommendation for approval.

The development would provide a high quality residential environment for all future occupiers and would contribute significantly to meeting Lambeth’s and London’s housing targets. All of the new dwellings have been designed to meet relevant standards in terms of size, layout, aspect and adaptability. All of the proposed units will achieve appropriate levels of outlook and daylight and sunlight. In addition, the development is inclusive of generous on-site amenity (both private and communal), play space provision and the delivery of a significant new area of public realm.

The proposals could deliver 84 affordable dwellings, including 16 family sized (3 and 4 bedroom) units. The overall provision represents 25% of the total number of units all of which would be provided at Intermediate Rents. Officers have demonstrated that although these units would be Intermediate in definition, they could achieve rent levels consistent with those normally secured under an Affordable Rented product, including 3 and 4 bedroom units at Social/Target rents. An alternative approach has also been considered securing a more traditional policy compliant mix of affordable units. This would see a minimum of 51 residential units (15%) provided, again with the 3 and 4 bedroom units secured at Social/Target rent levels. The scheme has been subject to an independently verified viability assessment which shows that the scheme is providing an appropriate level of affordable housing on-site despite showing an overall development deficit, with two review mechanisms in place.

The provision of a taller buildings on this site, at 23, 17 and 16 storeys stepping down west to east onto Wandsworth Road, within the context of strategic and local views is considered acceptable by officers and sits within the policy requirements and design aspirations of both the VNEB OAPF and Vauxhall SPD. Despite the constraints of the site laid down by the station building, the triangular building form and position of each block, the use of high quality materials, the junction between the station and the development above, and the creation of a significant area of new public realm provides a suitable and positive edge and gateway between the Vauxhall tall building cluster and the lower scale of development to the south. The proposals would ensure that levels of privacy and outlook of adjoining residential uses is maintained and in some areas enhanced. Although there are some breaches of the BRE guidelines in terms of daylight the development, overall the scheme is not considered to impact unacceptably upon the amenity of neighbouring residential properties or upon the function or safety of the surrounding highway network given its urban context.
The proposals will clearly benefit from the presence of a new station within the site, as such a range of transport and travel planning measures, including Blue Badge parking provision and space for 618 cycles is strongly supported. The new public realm will serve to improve links throughout the area as well as provide an attractive and well-designed area for people to dwell.

All reasonable reductions in total carbon dioxide emissions from the development would be achieved within the framework of the Mayor’s energy hierarchy to satisfy the Development Plan policy requirements. In addition, the development has been designed in conjunction with advice offered by the Metropolitan Police’s Design Officer so as to minimise the opportunity for crime/terrorism as far as is practicable.

The development would provide an appropriate balance of uses including private and affordable homes, employment and retail uses and would improve the environment both in terms of linkages and new public realm. The application is therefore recommended for approval, subject to conditions and completion of a Section 106 Agreement in accordance with the presumption in favour of sustainable development conferred upon Local Planning Authorities by the National Planning Policy Framework (NPPF).
**OFFICER REPORT**

**Reason for referral to PAC:** The application is reported to the Planning Applications Committee in accordance with (1)(i) and (ii) of the Committee's terms of reference as it relates to a major application for the provision of more than 10 residential dwellings and the creation of more than 1000sq.m of non-residential floorspace.

1 **SITE AND SURROUNDINGS**

1.1 The application site is located on the northern side of Pascal Street and corner of Wandsworth Road, approximately 800m to the southwest of Vauxhall Station. The site sits within the Vauxhall Nine Elms Battersea Opportunity Area (VNEB OA) and forms the southern boundary of the Central Activities Zone (CAZ), as identified by the London Plan (2015). Figure 1, below shows the site and its surrounding context.

![Figure 1: The site and its surrounding context (including borough boundary)](image)

1.2 The 0.754ha site is already a construction site, acquired by Transport for London to deliver Nine Elms Underground Station (not part of this application). Nine Elms forms part of the Northern Line Extension from Kennington to Battersea, approved under a Transport and Works Act Order (TWAO) (ref. TWA 3/1/415).

1.3 Prior to this, the site accommodated a number of buildings/uses. The eastern part of the site formed part of the car park for the former Sainsbury’s supermarket to the north, while the western part of the site comprised one and two storey buildings with offices for the Covent Garden Market Authority.
(CGMA), and offices/workshops for Banham Patent Locks. The CGMA office was relocated to within the remaining CGMA site to the west, while Banham’s relocated to new purpose built premises in Wandsworth.

1.4 **Adjoining Sites**
The site is bounded to the north by the former Sainsbury’s supermarket site, currently subject to a large scale mixed-use redevelopment to provide a new Sainsbury’s superstore and 737 residential dwellings (ref. 11/02326/OUT). Blocks C and D of the proposed Sainsbury’s scheme face directly onto the application site rising to a total height of 19 storeys with a commercial frontage at ground floor level.

1.5 To the west of the site is the existing car park for the CGMA site within LB Wandsworth. The market buildings are located approximately 170m to the southwest. This site is also subject to a future redevelopment proposal (ref. 2014/2810), with an outline planning consent for the ‘Apex Site’, which directly adjoins the application site. Further details are set out in Section 3 of this report.

1.6 On the southern side of Pascal Street the area is predominantly residential in character, with a terrace of two storey residential units fronting onto Pascal Street and running around Bramley Crescent to the south. Two, three storey flatted blocks (Charman House and Lockyer House) run perpendicular to the site, fronting onto Wandsworth Road and Bramley Crescent respectively.

1.7 The eastern side of Wandsworth Road is also largely residential in character. The residential units are predominantly contained in formal arrangements of slab blocks either fronting onto or running perpendicular to Wandsworth Road. These blocks range in height from four storeys on the Wyvil Estate in the north to the part five/part six storey Wilbraham House further south. Opposite the junction with Pascal Street is Wilcox Road, which contains a number of retail units and is formally designated in the Local Plan as Wilcox Road Local Retail Centre.

1.8 **Policy designations, accessibility and constraints**
In terms of policy designations, the site falls within the VNEB Opportunity Area and the Central Activities Zone. The site falls within two local viewing corridors from the east, known as Brixton Panoramic and Brixton Historic Towers respectively. The site is also within Flood Zones 2 and 3. The site is not located within or adjoining a Conservation Area and there are no listed structures on or surrounding the site.

1.9 The site is well served by public transport. Vauxhall Underground and mainline stations are within 800m and various bus routes serve Wandsworth Road. The site largely achieves a PTAL of 6a (very accessible), but there is a small part of the site to the west that drops to level 3. Of course, the accessibility will be further enhanced when the new station opens on this site. In terms of parking, the site is within the Stockwell Controlled Parking Zone (CPZ).

1.10 Figure 2, overleaf, shows a range of views from around the site as of 13th January 2016.
Figure 2: Images from around the site as of 13th January 2016
2 PROPOSAL

2.1 The proposals seek to develop above and around the Nine Elms Station buildings to provide a mixed-use development comprising 332 residential units, almost 5,000sq.m of employment floorspace and 850sq.m of retail and leisure floorspace (GIA); and new public realm. The proposals does not include the station or its appearance. Each element of the scheme is set out in further detail below.

![Figure 3: Proposed site layout](image-url)

2.2 Nine Elms Station
Although the station and its associated structures above ground level fall outside of the scope of this application, it is important to explain the extent of the station structures as this sets the context for the layout of the proposed scheme above. The station position and internal layout has been approved through the Northern Line Extension TWAO. Although, the final external appearance of the station and associated landscaping are subject to further approval by the Council.

2.3 The station ‘box’ extends four levels below ground and projects two storeys above ground level. The above ground structure is split into two separate buildings, one to the east and one to the west of the application site (see Figure 3, above). The eastern building has a total footprint of 2,454sq.m, while the western building has a smaller footprint of 1,136sq.m. The two buildings are separated by a distance of 28.9m (forming Pascal Square).

2.4 The eastern building provides the main entrance to the new station fronting onto Wandsworth Road, with retail units and residential cores along its northern facade. The western elevation is essentially a flank wall, while the southern elevation provides station access/egress points for maintenance and emergency, along with vehicular access to the basement parking level for this and the Sainsbury’s site.
Figure 4: An indicative image of the station entrance (along with the OSD proposal above) from Pascal Place to the north.

2.5 The western building has been designed to provide an additional entrance to the station should the need arise in the future. However, upon initial operation the western building will provide a retail unit with active frontages on three sides. The core to the residential units in Block A above will be located on the northern side of the building. Additional maintenance and emergency access is provided on the western side of the building. Above ground level both of the station buildings are largely functional in appearance with the presence of ventilation louvers.

Figure 5: An indicative image of the station buildings (along with the OSD proposal) facing northeast from Pascal Street.

2.6 **Basement Level**

While the station structure comprises the majority of the sub-ground level, there is a small basement area that forms part of this application to provide 10 Blue Badge/Disabled parking spaces, along with provision of 547 cycle parking spaces to serve the residential element of the proposed development. This basement, accessed direct from Pascal Street also provides shared access to the adjoining Sainsbury’s scheme residential car park.

2.7 **Block A**

Block A is a residential tower that sits on top of the western station building. The tower is triangular in shape, with the hypotenuse (diagonal edge) facing towards the southwest. The tower rises to a maximum height 23 storeys (91.56m AOD). Block A provides 148 residential units, comprising of 90, 1 bedroom flats and 58, 2 bedroom flats, all of which would be market/private tenure. The standard
floor plate (excluding penthouse) shows eight units on each floor around a central core. All of the units would have private balconies (see Figure 6, below).

2.8 The podium level (between the station and the residential units) provides a transfer area between the access core to the main residential core. The podium level also includes access to the communal amenity space (incorporating play space) (189sq.m), a residents’ lounge, plant rooms and refuse storage. In terms of separation distances, Block A sits 13.2m to the south of Block D, 28.9m to the west of Block B, 15.7m from the proposed building on the Apex Site (CGMA) and at least 17.9m from the residential properties on the southern side of Pascal Street.

2.9 The northern and eastern elevations are predominantly brick in appearance, while the south-western elevation would be a form of metal cladding. The varied roofscape would give a ‘saw tooth’ effect with the tallest element on the western corner of the block (as shown in Figures 9 and 10).

Figure 6: Shows a typical residential floor plate for Block A

2.10 **Block B**
Block B is the middle residential tower sitting on top of the eastern station building overlooking Pascal Square. As with Block A the tower is triangular in shape with its main diagonal facade facing southeast. The tower rises to a maximum height 17 storeys (73.04m AOD). Block B provides 100 residential units, comprising of 60, 1 bedroom flats and 40, 2 bedroom flats, all of which would be market/private tenure. The standard floor plate (excluding penthouse units) shows eight units on each floor around a central core. All of the units would have private balconies (see Figure 7, below).

2.11 The podium level (between the station and the residential units) is shared with Block C and provides access to the external communal amenity space (incorporating play space) (222sq.m), a residents gym, plant rooms, management office and refuse storage. The lift core goes from ground level all the way up the tower. In terms of separation distances, Block B sits 13.3m to the south of the Sainsbury’s scheme (Block D), 28.9m to the east of Block A, 16.7m (at its closest point) from Block C and at least 19.2m from the residential properties on the southern side of Pascal Street.

2.12 The northern and western elevations are predominantly brick in appearance, while the south-eastern elevation would be a form of metal cladding. The varied roofscape also gives a ‘saw tooth’ effect with the tallest element on the eastern corner of the block (as shown in Figures 9 and 10).
2.13 **Block C**

Block C is the eastern-most residential tower also sitting above the eastern station building, but overlooking Wandsworth Road. Block C is a mirror image of Block B in terms of footprint. The tower rises to a maximum height 16 storeys (69.74m AOD). Block C provides 84 residential units, comprising of 11, 1 bedroom flats; 57, 2 bedroom flats; 14, 3 bedroom flats and 2, four bedroom flats, all of which would be affordable. The standard floor plate (excluding the top floor) shows seven units on each floor around a central core. All of the units would have private balconies (see Figure 8, below). As explained above, blocks B and C share a podium level. However, residents in Block C would be required to transfer from their access core to their residential core.

2.14 The southern and eastern elevations are predominantly brick in appearance, while the north-western elevation would be a form of metal cladding. The roofscape would mirror Block B with the tallest element on the western corner of the block (as shown in Figures 9 and 10).
2.15 Block D
Block D is a part five/part eight storey block that sits to the north of the station buildings and provides a ground floor retail unit (244 sq.m) and 4,811 sq.m of new employment floorspace (Class B1a). The block is an infill block that will adjoin the blank southern and western elevations of Blocks C and D of the Sainsbury’s scheme. The ground floor entrance fronts directly onto Pascal Square, with the cores and servicing to the rear/side of the block. At fifth floor level, the eastern part of the block terminates with the provision of amenity space for building users on the roof. The western part of the block continues up to eight storeys.

2.16 In terms of appearance Block D is largely glazed, although the glazing is recessed behind a simple grid (1.5m) pattern of vertical and horizontal metal screening to provide shading and additional privacy.
2.17 Retail unit in Pascal Square
The proposed retail units within the station structure do not form part of this proposal, but the scheme does propose a separate, free-standing two storey retail unit (230sq.m) to adjoin the flank wall of the eastern station building. The unit will extend the full length of the eastern building facing onto Pascal Square.

2.18 Public Realm
The proposals create more than 3,300sq.m of new public realm as part of this scheme. This includes the creation of Pascal Square, between blocks A and B; Pascal Place to the north of the station buildings linking with the public realm provided by the Sainsbury’s scheme; and Pascal Street to
provide an appropriate setting for the residential properties on the southern side of Pascal Street. The public realm will be predominantly hard landscaped, with tree planting and areas of soft landscaping, incidental play space and seating. The public realm will accommodate a further 127 cycle parking spaces, 90 of which are for the station itself. Improvements to Pascal Street (outside of the red line) are to be secured to deliver 12 additional Blue Badge and Car Club parking spaces.

2.19 Amendments

During the course of the initial assessment a number of issues were raised in respect of Block D and the quality of the residential accommodation within. The principle concern being that the levels of daylight and sunlight to the residential units would not have been acceptable. As a result, officers requested that the applicant omit the residential element from Block D and provide additional employment floorspace. This resulted in the following amendments to the application:

- Internal re-configuration of Block D to remove residential (Class C3) (33 units);
- Alterations to external treatment of Block D;
• Overall reduction in number of residential units from 362 to 332;
• Increase in workspace/office floorspace in Block D from 2,318sq.m to 4,811sq.m;
• Reduction in assembly and leisure floorspace from 290sq.m to 272sq.m;
• Increase in retail floorspace from 550sq.m to 580sq.m;
• Internal configuration of Block C floors 14 and 15 to create 3 additional residential units (84 in total); and
• Minor alterations to window position and detailing on the southern and eastern elevations of Block C (floors 13 -15).

2.20 The amendments were formalised on 13th January 2016 and a further 21 day consultation was undertaken. All amendments have been reflected in a revised description of development and the list of plans and documents for approval. Details of the further consultation period are set out in Section 4 of this report.
3 RELEVANT PLANNING HISTORY

3.1 The application has a significant planning application history as part of its previous use as an employment site. However, it is not considered necessary or relevant to set this out in full in this report. Details of the site’s previous uses have already been set out in section 1 of this report.

3.2 Transport and Works Act 1982 (ref. 3/1/415)
An application was made by Transport for London under the above legislation for the London Underground (Northern Line Extension) Order. The proposal sought the extension of the Charing Cross Branch of the Northern Line from Kennington to a new station at Battersea Power Station, with an intermediate station at Nine Elms (this site).

3.3 Following a public inquiry (19/11/13 – 20/12/13) the Secretary of State approved the Order, thereby giving deemed planning permission for the extension on 12th November 2014. The permission was subject to a number of conditions. In particular, Condition 3 requires approval of details by the Local Planning Authority for the scale and external appearance of the proposed station at Nine Elms, on which this development will sit. This application, along with other conditions are due for submission in late February 2016, in advance of any formal determination on this application.

3.5 The following other conditions have since been discharged in respect of the Nine Elms Station worksite:

- 15/00772/DET - Approval of details pursuant to Condition 7: Code of Construction practice part B (Air quality, archaeology and heritage, ecology management, energy management, noise and vibration management, resource efficiency management, sustainable travel, traffic management and water management) at Nine Elms Construction site. Approved 29/04/2015
- 15/00897/DET - Part approval of details pursuant to Condition 9 part (a): (Contaminated Land) at Nine Elms Construction site. Approved 02/04/2015
- 15/01071/DET - Part approval of details pursuant to Condition 10: (Archaeology) at Nine Elms Construction site. Approved 13/04/2015

3.6 TWAO over station development proposal
The TWAO envisaged and made provision for the potential for an over station development on this site. As such, the Order included plans showing an indicative scheme. The scheme would have seen a similar mixed-use development of offices, retail and residential above the station. The indicative plans (Figure 15, below) show a single building across the site broadly 9 storeys in height but rising up to 12 and 13 storeys at either end.

Figure 15: Southern elevation of envisaged TWAO OSD scheme
3.7 **Sainsbury's (Nine Elms Point)**

The eastern part of this site also forms part of the original application site for the redevelopment of the Sainsbury's site to the north. The original planning application (ref. 11/02326/OUT) was a hybrid submission comprising a full planning application for the Sainsbury's site and an outline application for the site now subject to this application. The full description of development is as follows:

*A part detailed and part outline planning application comprising:*

*Full detailed planning permission for the demolition of the existing retail store and petrol station and the erection of a replacement retail store (7,432msq net trading floorspace (13,059msq gross internal floor area); children’s tutoring facility (298msq); lobby/circulation space (1,707msq); energy centre (779msq); flexible retail, community floorspace (787msq); office floorspace (1,860msq) and 645 residential units with ancillary gymnasium arranged in seven blocks including towers of 19, 28 and 37 storeys; 363 retail and 148 residential parking spaces; 882 cycle spaces together with associated open space, children’s play space, landscaping and public realm improvements along Wandsworth Road and a new route from Wandsworth Road to New Covent Garden;*

*Outline planning permission (with appearance, landscaping and access to be Reserved Matters) for 105msq of flexible A1, A2, A3, A4, D1 floorspace and 92 dwellings within 2 blocks [Blocks A and B]. In addition outline planning permission is also sought for a further 1736msq of flexible floorspace for use in association with the proposed Nine Elms Northern Line station or A1, A2, A3, A4, D1 use.*

3.8 The application was approved on 06/11/2013. A number of variations to the original scheme have subsequently been made under Section 73 (ref. 14/05064/VOC and 15/05379/VOC). The image below shows how the Sainsbury’s scheme and this application relate. Blocks A and B sit within the Nine Elms OSD application site.

![Diagram](image)

**Figure 16: Sainsbury’s site and its relationship with the current application**

3.9 The Section 106 Agreement for the Sainsbury’s application made provision for 92 of the 148 affordable homes which had originally been intended to be located within blocks A and B to be provided off-site. Following TfL’s acquisition of the site the obligation was transferred to the Fenwick
Estate in Stockwell and the delivery of 55 affordable dwellings in this location instead. The planning application (ref. 15/05297/RG4) was approved by the Council’s Planning Applications Committee on 9th February 2016.

3.10 **Covent Garden Market – Apex Site**
The Apex Site immediately adjoins the application site to the west and forms part of the wider Covent Garden Market Authority (CGMA) site. This site is within the LB of Wandsworth and has an outline planning permission (ref. 2014/2810) for seven buildings (A1-A7) to provide a mix of uses including retail, offices, leisure and residential. Building A1 adjoins the application site and has an upper height limit of 86.2m AOD, which equates to approximately 20-25 storeys in height. The layout of the Apex Site in relation to the application site is shown in Figure 17, below.

![Figure 17: CGMA Apex site and its relationship with the current application](image-url)

3.11 **Environmental Impact Assessment (EIA) Screening Opinion**
A request for a screening opinion in respect of an Environmental Impact Assessment in relation to the proposed residential-led mixed use development was made on 22nd August 2014. Officers considered the proposals in accordance with the regulations and concluded that an EIA was not required. This was communicated formally to the applicant on 30th September 2014.

3.12 **Pre-application/Planning Performance Agreement**
This application is subject to a Planning Performance Agreement (PPA), which sets out an agreement between the Agent/Applicant and the Local Planning Authority on how the pre-application and application processes are to be managed, thereby ensuring all relevant issues are ‘front-loaded’ prior to the planning application submission.

3.13 As part of this agreement, a series of meetings with officers took place to discuss and review the proposals as they developed over a period of 18 months. These discussions included a number of formal panels convened to review the progression of the scheme and offer advice. As such, the scheme was referred to the Council’s Strategic Panel in November 2014 and again in August 2015.

3.14 The Strategic Panel in November 2014 noted its support for the proposals in general, while emphasising the importance of high quality design, residential quality and maximising affordable housing provision on-site. At the August 2015 meeting the Panel continued to support the wider principle of development particularly in terms of overall scale/massing, external appearance and the public realm provision. However, a number of concerns were also raised at this time, including; the level of employment floorspace proposed in relation to the level of employment floorspace on the site.
originally; the proposed residential mix (predominance of 1 and 2 bedroom units); the level of affordable housing (73 units (20%)); and the quality of the residential accommodation in relation to dual aspect units and the levels of daylight/sunlight for the units in Block D. The Panel suggested that the conversion of Block D to wholly employment use would help to resolve some of the Panel’s concerns.

3.15 The application was subsequently submitted with a number of these issues still outstanding however further discussions between officers and the applicant took place post-submission. These discussions resulted in nearly all of the Panel’s suggestions being taken on board and the scheme was amended accordingly (as set out in paragraph 2.19). As a result officers have secured an increase in the overall affordable housing provision from 73 to 84 units.

3.16 The application was subject to a Technical Briefing session with the Planning Applications Committee Members on 15th February 2016.
4. CONSULTATIONS

4.1 Statutory and External Consultees

4.1.1 Greater London Authority (GLA) Stage 1 Report (18/02/16)
Proposal is generally supported in strategic planning terms, subject to the following:

- Details of further discussion in respect of the proposed affordable housing provision, both in terms of overall provision and confirmation of the tenure mix;
- Confirmation that the proposed housing mix accords with local demand;
- Condition to secure minimum requirements for children’s play space on-site subject to final tenure mix;
- A further assessment in respect of any potential impact on the Westminster World Heritage Site in accordance with the London World Heritage Sites – Guidance on Settings SPG;
- Condition to secure the proposed public realm provision;
- Conditions to secure details of external facing materials, depth of reveals and balcony details;
- The location of the 32 wheelchair accessible units shall be indicated and secured;
- Details as to how heating and cooling will be controlled;
- Further details in respect of the proposed heat network and energy centre within the proposed development is required;
- Condition to secure the proposed PV cells;
- Confirmation that the proposed CHP is sized to provide the domestic hot water load, as well as a proportion of the space heating;
- Further discussion regarding access for cyclists to the basement via the proposed car ramp as opposed to lifts from ground floor level;
- Provision of two Car Club bays and at least 3 years membership of a Car Club for each household; and
- Conditions to secure a Car Parking Management Plan, Delivery and Servicing Strategy and Construction Logistics plan; and securing Travel Planning measures, way finding and improved cycling provision through planning obligations;

4.1.2 Environment Agency (27/11/15 and 02/02/16)
No objection, subject to a condition to carry out the proposed development in accordance with the submitted Flood Risk Assessment. Standing advice to be observed in respect of groundwater, waste and flood risk.

4.1.3 Historic England – Archaeology (27/11/15, 26/01/16, 29/01/16, 12/02/16)
The Written Scheme of Investigation (WSI) and Mitigation Strategy (MS) for the land affected by the station excavation (Blocks A, B and C) are considered acceptable. Further clarification is sought in respect of Block D. If Block D has not been previously considered, a condition will be required to secure appropriate investigation of this part of the site.

4.1.4 London Underground (25/11/15)
No comments.

4.1.5 Metropolitan Police - Designing Out Crime/Counter Terrorism (26/11/15 and 11/02/16)
No objection in principle, subject to conditions to ensure that the development achieves Secured by Design Standards (New Homes/2014 & Commercial 2015). A Crime Prevention Strategy and proposed measures for CCTV provision and an external lighting scheme shall be required. Blast resistance measures for all the glazing of the development in accordance with the CPNI shall also be secured.
Vehicle Ramp & Basement Parking will require effective management of the space incorporating notable capable guardianship. Access control measures at the ramp and into this development’s basement and associated cores, CCTV & Lighting should all be to SBD minimum standards.

Public Realm and Walkway: A high level of activity, overlooking and surveillance onto the public realm will be necessary to enhance the street-scene / environment and reduce vulnerability to opportunist crime. The presence of the tube will draw many users to this area late into or even through the night, so the environment in the public realm must also discourage crime and anti-social behaviour through all hours.

To compliment this effective management of the buildings, amenity and public space will be essential on a 24/7 basis. Incorporating a notable presence of capable guardianship will be necessary to mitigate local crime & community safety risks. Again, access control, CCTV & Lighting should all be to SBD minimum standards.

4.1.6 Natural England (13/11/15)
No objection. Reference to standing advice in respect of protected landscapes and species.

4.1.7 Network Rail (01/12/15)
As the proposed application site is adjacent to Network Rail’s operational railway infrastructure, Network Rail requires the developer to sign an Asset Protection Agreement with Network Rail’s Asset Protection Team prior to any works commencing on site.

A Glare Study/Assessment is to be carried out to ensure that light reflected by building façades will not affect signal sighting. The glare study report is to be submitted to Network Rail for acceptance.

The applicant must submit details of all temporary works i.e. tower crane(s) strategy plan and design for tower crane base, temporary works design for RC frame structure, scaffold, hoist etc.

A Risk and Method Statement for all lifting activity including a Risk and Method Statement for cladding is to be submitted to Network Rail for review and acceptance.

A Risk Assessment and Method Statement for all works, including protective measures for the railway, shall be agreed with Network Rail’s Asset Protection Team prior to the commencement of any works on site.

Network Rail will be required to assess and review details of foundation works for the proposed units along Network Rail land, a Risk Assessment and Method Statement for the lifting of roof trusses, a Risk Assessment and Method Statement for the fixing of cladding etc. must also be submitted for Network Rail’s review and acceptance.

Details of any proposed tower crane and mobile crane works are to be submitted to Network Rail’s Asset Protection Team for approval. If the collapse radius of tower crane encroaches within 1.5m of the Network Rail boundary/fence, the applicant must submit Form 02 and Form 03 for tower crane base and a Risk Assessment and Method Statement for the erection of the tower crane.

4.1.8 Thames Water (27/11/15, 14/01/16 and 16/02/16)
Waste water and water supply infrastructure unable to accommodate the needs of this application. An impact study of the existing water supply infrastructure is required. Provision of a drainage strategy including on/off site works for surface and foul water is therefore required. Details of piling method statement to be approved. It should also be noted that there is a surface water scheme planned for the Battersea area. If the scheme is completed before the development connects into the network the surface water sewers from the development site should connect into the new
infrastructure. This will remove all surface water discharged from the site from the local combined sewer network. Further clarification sought in respect of foul water and surface water flows.

Applicant responded by email on 01/02/16. No further comments received.

4.1.9 London Borough of Wandsworth (17/02/16)

Comments subject to Member approval on 24th February. However, LB Wandsworth officers recommend no objection, subject to the following comments:

- The Council would reiterate the importance of providing safe and attractive access from the Nine Elms tube station to the surrounding VNEB development. The main pedestrian route for Wandsworth residents and those wishing to access the Linear Park will be Pascal Street and at present this façade is dominated by louvers and should be rethought. The Council would therefore advise LB Lambeth to seek opportunities to negotiate an improved urban design at the lower levels along the direct link from Pascal Street to the wider Vauxhall Nine Elms Battersea Opportunity area to include active frontages in order to promote an approved appearance, vibrancy and security for pedestrian footfall and the existing residents opposite the site.

  Officer comment – this application relates to the development above the station and does not relate the station or its external appearance. This will be considered as part of a separate application pursuant to Condition 3 of the TWAO.

- The Council requests that the applicant undertakes a daylight/sunlight assessment in relation to Building ‘A1’ on the Apex Site to the north-west of the site, which was granted planning consent in February 2015 as part of the New Covent Garden Market development, to ensure that the proposal does not cause significant harm to the amenity of future residential occupiers.

  Officer comment – please refer to section 6.9 of this report.

- The Council would like to see a clause included within any approval which ensures that the development will accord with the Nine Elms Vauxhall Strategy Board’s agreed Employment and Skills Framework.

  Officer comment – please refer to section 6.1 of this report.

4.2 Other Consultees and Community Groups

4.2.1 London and Quadrant on behalf of Apple Blossom Court

Servicing and parking on Pascal Street - The servicing plan states that the majority of the deliveries/servicing for the development will take place from a single loading bay on Pascal Street by vehicles up to 7.5t box vans, and turning will take place by manoeuvring into Pascal Place and reversing on to Pascal Street. The servicing plan identifies that this will be over 30 trips a day by light good vehicles on Pascal Street, which will be carried out before morning peaks and after evening peaks of traffic. This loading bay is immediately outside of the sheltered accommodation at Apple Blossom. Please can consideration be given to minimising noise and disturbance to existing residents from this activity, by amending the servicing plan to increase the proportion of the proposed servicing trips to be managed on site from Pascal Place, and/or restricting the timing of the servicing trips on Pascal St, as far as possible.

Access - Bramley Crescent is a private road owned by L&Q, accessed from Wandsworth Road via Pascal Street, and is used on a 24 hour basis for access to properties, including regular trips by ambulances for hospital appointments, etc. for residents at Apple Blossom. As well as the servicing
bay identified above, the Transport Statement refers to twelve on street parking spaces on Pascal St, where there are currently double yellow lines, a loading bay (opposite Bramley Crescent) primarily to cater the maintenance demands of the underground station, as well as the access to the underground car park. Please can you ensure that sufficient regard has been had, both in the scheme and highway design and their proposed use, to ensuring continuous 24 hour vehicular access to/from Bramley Crescent.

Construction hours/ Construction Management Plan - Please can these be controlled to minimise noise, disturbance and disruption to existing residents in close proximity to the site.

Officer response – the issues in relation to servicing, access and parking will be secured through relevant conditions. A separate condition will also be secured in relation to construction management (refer section 6.10).

4.3 Adjoining owners/occupiers

4.2.1 Letters were sent to all adjoining properties and wider neighbours (511). In addition, site notices (x4) were displayed around the site from 27th November to 18th December, and the application was advertised in the local paper (Weekender Press) on 27th November. In response to the initial consultation 3 letters of representation were received.

4.2.2 Following submission of amended plans a further 21 day consultation was undertaken. Letters were re-sent to all adjoining properties and wider neighbours (511). Updated site notices (x4) were displayed around the site from 13th January to 3rd February, and the amendments were advertised in the local paper (Weekender Press) on 22nd January. No further responses have been received.

4.2.3 Three letters of objections 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>Scale and Massing</strong></td>
<td></td>
</tr>
<tr>
<td>Height of the highest tower - 92 metres and apparently 23 stories, and the next at 17 stories, are too high and will dwarf the adjacent buildings, especially in Pascal Street.</td>
<td>The site sits within the Vauxhall Tall Building cluster as defined by the VNEB Opportunity Area Planning Framework (2012). It is also noted that the site is designated in an ‘Area of Tall Building Sensitivity’ in the Vauxhall SPD. Officers consider that the proposal in terms of scale, massing and external appearance creates an acceptable transition in scale between the taller parts of the cluster to the north and east and the lower scale of residential development to the south; further taking into account the delivery of a new station on this site and the intensification opportunity this presents. Refer to section 6.3 of this report.</td>
</tr>
<tr>
<td>The Vauxhall tall building cluster is moving further and further south with unacceptable impacts on existing residents. Profits being out before the protection of the neighbourhood and its people</td>
<td></td>
</tr>
</tbody>
</table>

| **Daylight and Sunlight** | |
| Objects to the impact of the development on adjoining properties to the south and east. Loss of light already being experienced in the afternoon. Concern at the level of detail in the assessment of those properties existing | The applicant has undertaken a full daylight, sunlight and overshadowing study of the proposed development and all relevant existing uses adjoining the site. The study has been subject to independent assessment, which considers that the while there is some |
compared to those under construction/not yet built.

impact as a result of the development, the resultant levels of daylight/sunlight are acceptable within an urban setting. Refer to section 6.9 of this report.

<table>
<thead>
<tr>
<th>Role of Transport for London (TfL)/Greater London Authority (GLA)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Acting as a ‘volume developer’ unable to promote high quality design in their schemes.</td>
</tr>
<tr>
<td>Officers consider that the design of the scheme is appropriate in relation to its existing emerging context. Further details are set out in the Design section of this report (6.3, 6.4 and 6.5).</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Overall Design Quality</th>
</tr>
</thead>
<tbody>
<tr>
<td>Poor quality design - “the articulation of the massing does little to alleviate the appearance of a cliff edge; the relentless repetition of a simplistic glazing module marching across the site seems willfully oblivious to any existing context. The disproportionately sized residential element, incongruously perched on top of the station box, makes little real attempt to reconcile the two typologies The use of materials, predominantly a choice of brick alien to its surroundings, emphasizes the weight and sheer intimidation of what is the least neighbourly of schemes.”</td>
</tr>
<tr>
<td>Officers consider that the design of the scheme and its use of materials is appropriate in relation to its existing emerging context. Further details are set out in the Design section of this report (6.3, 6.4 and 6.5).</td>
</tr>
</tbody>
</table>
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 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.

5.3 The development plan in Lambeth is the London Plan (2015) and the Lambeth Local Plan (September 2015).

5.4 The current planning application has been considered against all relevant national, regional and local planning policies as well as any 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 (2015)
Policy 1.1 Delivering the strategic vision and objectives for London
Policy 2.9 Inner London
Policy 2.10 Central Activities Zone – Strategic Priorities
Policy 2.11 Central Activities Zone – Strategic Functions
Policy 2.12 Central Activities Zone – Predominantly Local Activities
Policy 2.13 Opportunity Areas and Intensification Areas
Policy 3.2 Improving health and addressing health inequalities
Policy 3.3 Increasing housing supply
Policy 3.4 Optimising housing potential
Policy 3.5 Quality and design of housing developments
Policy 3.6 Children and young people’s play and informal recreation facilities
Policy 3.7 Large residential developments
Policy 3.8 Housing choice
Policy 3.9 Mixed and balanced communities
Policy 3.12 Negotiating affordable housing on individual private residential and mixed use schemes
Policy 3.13 Affordable housing thresholds
Policy 3.15 Coordination of housing development and investment
Policy 4.1 Developing London’s economy
Policy 4.2 Offices
Policy 4.3 Mixed use development and offices
Policy 4.4 Managing industrial land and premises
Policy 4.7 Retail and town centre development
Policy 4.12 Improving opportunities for all
Policy 5.1 Climate change mitigation
Policy 5.2 Minimising carbon dioxide emissions
Policy 5.3 Sustainable design and construction
Policy 5.5 Decentralised energy networks
Policy 5.6 Decentralised energy in development proposals
Policy 5.7 Renewable energy
Policy 5.8 Innovative energy technologies
Policy 5.9 Overheating and cooling
Policy 5.10 Urban greening
Policy 5.11 Green roofs and development site environs
Policy 5.12 Flood risk management
Policy 5.13 Sustainable drainage
Policy 5.14 Water quality and wastewater infrastructure
Policy 5.15 Water use and supplies
Policy 5.16 Waste self-sufficiency
Policy 5.18 Construction, excavation and demolition waste
Policy 5.21 Contaminated land
Policy 6.2 Providing public transport capacity and safeguarding land for transport
Policy 6.3 Assessing effects of development on transport capacity
Policy 6.4 Enhancing London's transport connectivity
Policy 6.5 Funding Crossrail and other strategically important transport infrastructure
Policy 6.7 Better streets and surface transport
Policy 6.9 Cycling
Policy 6.10 Walking
Policy 6.12 Road network capacity
Policy 6.13 Parking
Policy 7.1 Lifetime neighbourhoods
Policy 7.2 An inclusive environment
Policy 7.3 Designing out crime
Policy 7.4 Local character
Policy 7.5 Public realm
Policy 7.6 Architecture
Policy 7.7 Location and design of tall and large buildings
Policy 7.8 Heritage assets and archaeology
Policy 7.11 London View Management Framework
Policy 7.13 Safety, security and resilience to emergency
Policy 7.14 Improving air quality
Policy 7.15 Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes
Policy 7.19 Biodiversity and access to nature
Policy 7.21 Trees and woodlands
Policy 8.2 Planning obligations
Policy 8.3 Community Infrastructure Levy

5.6  Lambeth Local Plan (September 2015)
Policy D1: Delivery and Monitoring
Policy D2: Presumption in favour of sustainable development
Policy D3: Infrastructure
Policy D4: Planning Obligations
Policy H1: Maximising housing growth
Policy H2: Delivering affordable housing
Policy H3: Safeguarding existing housing
Policy H4: Housing mix in new developments
Policy H5: Housing standards
Policy H8: Housing to meet specific community needs
Policy ED2: Business, industrial and storage uses outside KIBAs
Policy ED3: Large offices (greater than 1,000m2)
Policy ED6: Town Centres
Policy ED7: Evening economy and food and drink uses
Policy ED10: Local centres and dispersed local shops
Policy ED11: Visitor attractions, leisure, arts and culture uses
Policy ED14: Employment and training
Policy T1: Sustainable Travel
Policy T2: Walking
Policy T3: Cycling
Policy T4: Public transport infrastructure
Policy T6: Assessing impacts of development on transport capacity and infrastructure
Policy T7: Parking
Policy T8: Servicing
Policy EN3: Decentralised energy
Policy EN4: Sustainable design and construction
Policy EN5: Flood Risk
Policy EN6: Sustainable drainage systems and water management
Policy EN7: Sustainable waste management
Policy Q1: Inclusive environments
Policy Q2: Amenity
Policy Q3: Community safety
Policy Q4: Public art
Policy Q5: Local distinctiveness
Policy Q6: Urban design: public realm
Policy Q7: Urban design: new development
Policy Q8: Design quality: construction detailing
Policy Q9: Landscaping
Policy Q10: Trees
Policy Q12: Refuse/recycling storage
Policy Q13: Cycle storage
Policy Q15: Boundary treatments
Policy Q16: Shop fronts
Policy Q25: Views
Policy Q26: Tall and large buildings
Policy PN2: Vauxhall

5.7 Other Guidance
The following other guidance is also considered relevant to the application proposal:

Regional
- Planning for Equality and Diversity in London (October 2007);
- Use of planning obligations in the funding of Crossrail, and the Mayoral Community Infrastructure Levy (April 2012);
- Vauxhall Nine Elms Battersea Opportunity Area Planning Framework (2012);
- Shaping Neighbourhoods: Play and Informal Recreation (September 2012);
- Housing Supplementary Planning Guidance (November 2012);
- Draft Interim Housing Supplementary Planning Guidance (May 2015);
- Sustainable Design and Construction Supplementary Planning Guidance (April 2014);
- London Planning Statement (May 2014);
- The control of dust and emission during construction and demolition (July 2014);
- Accessible London – Achieving an Inclusive Environment (October 2014); and
- Social Infrastructure Supplementary Planning Guidance (May 2015).

Lambeth
- Vauxhall SPD (2013);
- Refuse and Recycling Storage Design Guide (July 2013);
- Waste and Recycling storage and collection requirements – Technical specification for Architects and Developers (October 2013);
- Approved CIL Charging Schedule (1st October 2014); and
- Lambeth Regulation 123 List (1st October 2014).

5.8 Technical Housing Standards
In March 2015 the Government published a set of national space standards for new residential dwellings. These standards came into force on 1st October 2015 and form part of the assessment of residential quality.
6 PLANNING ASSESSMENT

6.1 Land Use

6.1.1 The proposed development is a residential-led mixed use scheme, comprising 332 new homes and employment/commercial use above and surrounding the new Nine Elms station, within the Vauxhall Nine Elms Battersea Opportunity Area (VNEB). The VNEB Opportunity Area Planning Framework (OAPF) identifies this area for high-density mixed-use development, including office, retail and residential intensification. As such, the London Plan (Annex 1, Site 33) states that at least 20,000 new homes and 25,000 new jobs shall be delivered in VNEB during the lifetime of the plan.

6.1.2 Lambeth recognises this opportunity and has adopted the Vauxhall Supplementary Planning Document (SPD), which sets out the key context in which new development will be delivered. The site is located within the Pascal Place Character Area, encompassing this site and the Sainsbury’s site to the north. In this area the SPD seeks to improve connections to and from the new station, access to the linear park, the river and development to the north. Active uses on Wandsworth Road and along Pascal Street are also encouraged.

6.1.3 Although the OAPF identifies a tall building cluster with heights up to 150m (p.124) in this location, the SPD designates the area to the south and east of the railway (encompassing this site) as an area of tall building sensitivity. The greatest sensitivity is further away from this site, closer to Vauxhall Park and its surrounding conservation area. However, building heights should step down in the area generally from the main tall building cluster to the north.

6.1.4 In light of the above strategy, the overall principle of development is considered acceptable. Each of the specific uses proposed are considered further in land use terms below.

6.1.5 Residential Use
The delivery of new homes is considered a priority for Lambeth, as such the principle of residential use on this site is considered acceptable by virtue of existing adjacent residential uses, London Plan Policies 3.3 (Increasing Housing Supply) and 3.4 (Optimising Housing Potential), Local Plan Policy H1 (Maximising Housing Growth) and Policy PN2 (Vauxhall).

6.1.6 Local Plan Policy H1 seeks to maximise delivery of new housing in Lambeth over the next 10 years. The London Plan sets a target for Lambeth to deliver a minimum of 15,594 new homes in this period, equating to 1,559 new homes a year. This scheme would deliver 332 residential units, of which 25% would be affordable. On its own this scheme would deliver 21% of the borough’s annual requirement and the proposed dwelling mix would contribute towards addressing Lambeth’s (and London’s) housing needs and demand.

6.1.7 Policy PN2 specifically relates to Vauxhall. Point (a) states that Vauxhall should create a sustainable mix of high density development providing 3,500 new homes. This should be achieved through the application of high quality design principles as set out in point (i) of the policy. The principle of residential on this site as part of a wider mixed use development is therefore considered acceptable.

6.1.8 Employment Use
London Plan Policy 4.1 (Developing London’s Economy) and Policy 4.2 (Offices) promotes the development of London’s economy through the provision of new workspaces and increases in office stock, particularly within the CAZ (Policy 2.11) and VNEB Opportunity Area (Policy 2.13). Local Plan Policies ED2 (Business, industrial and storage uses outside KiBAs) and ED3(a) (Large offices (greater than 1,000m2)) support the development of new office floorspace (Class B1). Policy PN2 (Vauxhall) and the Vauxhall SPD further support the provision of new employment floorspace in this location.
Policy ED2(e) goes on to state that where a site last in B class use has been cleared (such as this) the site shall be redeveloped to provide B class floorspace to replace the previous quantity of floorspace, or the maximum feasible proportion for the site. Prior to clearance, the site accommodated approximately 4,200sq.m of employment floorspace on-site. In theory the application under the TWAO addressed the loss of the previous employment floorspace through the relocation of the existing businesses to alternative sites. For completeness however, it is noted that this scheme will provide 4,811sq.m of new purpose built office floorspace, not including that provided by the station buildings and the employment generated from the retail uses across the site. Therefore the proposal is considered to satisfy this aspect of the policy in any case.

In terms of quality and type, the proposed employment floorspace would also represent a significant improvement in the quality of office floorspace (Class B1a) in this area. The final user of this space is yet to be determined, but the provision is considered to provide significant potential given it is a standalone building, adjacent to an Underground Station, close to other local services and provides its own rooftop amenity space.

Therefore, officers conclude that the proposed employment floorspace in terms of overall provision, quality and type is acceptable in land use terms and accords with the wider aspirations for the VNEB Opportunity Area.

In accordance with Local Plan Policies D4 (Planning Obligations) and ED14 (Employment and Training) the Council will also secure a package of measures for local labour in construction and general employment and training either through on-site initiatives and/or through appropriate financial obligations. Details of these obligations will be set out in section 6.16 of this report.

Retail Use
The proposed development seeks to provide a two retail units (580sq.m), in addition to the retail proposed as part of the station (approximately 650sq.m). There would be a small unit on the ground floor of Block D and a larger unit across two floors located in a separate block adjacent to the eastern station building. Both of the retail units would be located outside of a designated town centre.

Policy PN2(k) (Vauxhall) makes clear that in the Vauxhall Cross, Miles Street and Pascal Place character areas (as defined in the SPD) a town-centre-led development approach should be taken, which would include the provision of new retail uses. These units would directly serve residents and those working on the site as well as those entering/exiting the station. Policy S2 (New or improved community premises) makes clear that the provision of “local shops to meet local need” should be included in proposals for larger residential schemes. However, Policy ED6(d) makes clear that where town centre uses are proposed outside of designated town centre boundaries, the proposal should be assessed against the NPPF. Paragraph 26 of the NPPF states:

“When assessing applications for retail, leisure and office development outside of town centres, which are not in accordance with an up-to-date Local Plan, local planning authorities should require an impact assessment if the development is over a proportionate, locally set floorspace threshold (if there is no locally set threshold, the default threshold is 2,500 sq. m). This should include assessment of:
- the impact of the proposal on existing, committed and planned public and private investment in a centre or centres in the catchment area of the proposal; and
- the impact of the proposal on town centre vitality and viability, including local consumer choice and trade in the town centre and wider area, up to five years from the time the application is made. For major schemes where the full impact will not be realised in five years, the impact should also be assessed up to ten years from the time the application is made.”
6.1.15 In this case, the proposals would be in accordance with an up-to-date local plan, and no threshold has been set locally. The proposed retail units would provide a maximum of 1,230sq.m of retail floorspace (including the station provision), well below the 2,500sq.m threshold. Therefore, the proposed retail units would be acceptable in land use terms and are supported.

6.1.16 **Residents’ Gym**

The proposals include the provision of a residents’ gym (272sq.m), to be located on the podium level of the eastern station building serving blocks B and C. The gym, although considered Class D2 in planning terms would be ancillary to the residential accommodation and would only be available for use by the residents of Blocks A, B and C. As such, the proposed gym does not raise any issues in land use terms.

6.1.17 **Development phasing and build out**

The scheme is intended to be delivered in a phased approach. A detailed phasing plan will therefore be sought by condition to confirm delivery timescales. The station buildings would need to be completed (although not necessarily in operation) before works on the residential element of this scheme (Blocks A, B and C) could be implemented. The station is expected to be delivered in 2020. Officers therefore consider it appropriate to extend the normal three year time period (as set out in Section 91(1)(a) of the TCPA) to nine years (i.e. five years beyond the intended station delivery) in accordance with part (b) of Section 91. This additional time will cover any potential delays to the station’s delivery and enable the applicant to undertake the necessary procurement arrangements in order to deliver this scheme once the station is delivered.

6.1.18 **Land Use Conclusion**

Officers have assessed each of the proposed land uses in relation to relevant policies and other material considerations. It is concluded that the proposed mix of uses would be an acceptable mix, according with the aspirations set out in the Opportunity Area Planning Framework, Local Plan and Vauxhall SPD.

6.2 **Affordable housing**

6.2.1 Local Plan Policy H2 (Delivering affordable housing) seeks to maximise the delivery of affordable housing in the borough. On sites capable of accommodating 10 or more units, at least 50 per cent of housing should be affordable where public subsidy is available, or 40 per cent without public subsidy. Furthermore, schemes should deliver a mix of affordable housing to achieve a 70:30 tenure split between Social/Affordable rented and Intermediate units.

6.2.2 London Plan Policies 3.8 to 3.13 assert the need for mixed and balanced communities and in this context seek to maximise affordable housing provision. In order to give impetus to a strong and diverse intermediate housing sector, the London Plan advises that 60% of the affordable housing provision should be for Social/Affordable rent and 40% for Intermediate rent or sale and that priority should be accorded to provision of affordable family housing.

6.2.3 Local Plan Policy H4 (Housing mix in new developments) goes on to make clear that an appropriate mix of dwellings should be provided to meet current and future housing needs. The policy sets a preferred mix for affordable housing, in which not more than 20% of dwellings should 1 bedroom units, 20%-50% should be 2 bedroom units and 40% should be 3 bedroom or more units.

6.2.4 The applicant is currently proposing a minimum of 84 residential units as affordable, equating to 25% of the total number of units (30% by habitable room); all of which would be provided at a range of Intermediate rent levels akin to those normally associated with an Affordable Rent product. The breakdown of affordable units is shown in the table below.
6.2.5 On the face of it, these proposals would be contrary to policy in terms of overall provision, tenure split and unit mix. Officers have therefore assessed the offer based on the following issues.

6.2.6 **Original affordable housing offer**

The scheme as originally submitted included the provision of 33, 1, 2 and 3 bedroom Affordable Rented Units (all within Block D) along with 40, 1 and 2 bedroom Intermediate Units in Block C. These 73 units represented 20% of the total number of units proposed at the time (362). Upon the initial assessment by officers it became clear that the residential units in Block D would not achieve an acceptable residential quality, principally as a result of poor levels of daylight and sunlight and outlook (concerns previously raised by the Strategic Panel). At the request of officers the scheme was subsequently revised to remove the residential units from Block D and to create an entirely affordable provision within Block C. This resulted in a decrease in the overall number of units (down to 332), but an increase in the overall number of affordable units from 73 (20%) to 84 (25%). The internal alterations to Block C also achieved a similar provision of larger family units (16, 3 and 4 bedroom affordable units) compared to the original offer in Block D (17, 3 bedroom units).

6.2.7 **Independent Verification of Development Viability**

In light of the proposed offer, the application was accompanied by a financial viability assessment; which was referred to BNP Paribas for independent verification and scrutiny. The assessment was subsequently updated following amendments to the scheme (as set out above and in paragraph 2.19). Following verification and further discussion it has been concluded to the satisfaction of officers and BNP Paribas that the development as proposed, inclusive of the affordable housing offer at 25% and the CIL/S106 package would not be viable in the current market.

6.2.8 In proposing this level of affordable housing provision however, the applicant has taken a longer-term view in light of the impracticalities of providing both private and affordable tenures within Block C now (i.e. constrained by a single core), and the fact that this scheme would not be delivered until the station is operational (due for completion in 2020). As such there is likely to be a sufficient uplift in values to make the scheme viable when it is actually delivered. BNP Paribas provided some further analysis on this and calculated that a 5% increase in values, most likely associated with the station itself would see the scheme (as currently proposed) return a small surplus when delivered. Officers are therefore satisfied that this is an appropriate response subject to a suitable review mechanism to ensure any future uplift in values is realised by the Council.

6.2.9 **Tenure Mix - Intermediate Rent**

As set out in paragraph 6.2.1 above, Local Plan Policy H2 seeks to secure a tenure mix that provides 70% of the affordable provision as Social/Affordable rented and 30% as Intermediate. However, this scheme currently proposes 100% of the units as Intermediate rent.

6.2.10 The reason for this approach links back to the overall viability of the scheme. The floorspace value for an Intermediate unit is greater (almost double in this case) than an Affordable/Social Rent unit as a result of the assumed transfer value of the unit to a Registered Provide or other management organisation. This is because of the greater investment risk posed by an Affordable/Social Rent unit in terms of availability to the market (i.e. how widely is the unit offered) and risk of other interference (i.e. imposed rent reductions or right to buy). If this scheme proposed Affordable Rented units in their traditional form, their floorspace value would be lower and would therefore further increase the development deficit in terms of overall viability.
6.2.11 In light of this it is worth noting the definitions in the Local Plan of both Affordable Rent and Intermediate products, below:

- **Affordable rented housing** is let by local authorities or private registered providers of social housing to households who are eligible for social rented housing. Affordable Rent is subject to rent controls that require a rent of no more than 80 per cent of the local market rent (including service charges, where applicable).

- **Intermediate housing** is homes for sale and rent provided at a cost above social rent, but below market levels subject to the criteria in the Affordable Housing definition above. These can include shared equity (shared ownership and equity loans), other low cost homes for sale and intermediate rent, but not affordable rented housing.

6.2.12 While the two products are clearly different, it is possible to secure Intermediate rented units along the same lines and at similar rent levels as Affordable Rent. In securing these units officers also have had regard to the Lambeth Tenancy Strategy (2012). Normally the provision of Affordable Rented units is subject to the following requirements:

- That across all dwelling sizes, the blended rental rates do not exceed 65% of market value;
- That the rental levels shall not exceed the Local Housing Allowance (LHA) in respect of the 70% policy requirement for Affordable Rent; and
- That the 1 and 2 bedroom units may be let up to 80% of market value (as per the formal definition), but larger (3 bedroom plus) units shall be provided at Target/Social Rents.

6.2.13 In this case the proposed Intermediate rented units would be offered and secured on the basis that there is flexibility to agree a range of rent levels akin to those available on Affordable Rents. The applicant has put forward an illustrative example of how rent levels could be set, below.

<table>
<thead>
<tr>
<th>Unit Type</th>
<th>No. of units</th>
<th>Market Rent (GLA(^1)) (weekly)</th>
<th>Rent level as % of Market Rent</th>
<th>Discounted Rent (inc. Service Charge)</th>
<th>Local Housing Allowance(^2) (for comparison)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 bedroom</td>
<td>7</td>
<td>325</td>
<td>60%</td>
<td>195</td>
<td>253</td>
</tr>
<tr>
<td></td>
<td>4</td>
<td>325</td>
<td>80%</td>
<td>260</td>
<td>253</td>
</tr>
<tr>
<td>2 bedroom</td>
<td>37</td>
<td>380</td>
<td>60%</td>
<td>228</td>
<td>302</td>
</tr>
<tr>
<td></td>
<td>20</td>
<td>380</td>
<td>80%</td>
<td>304</td>
<td>302</td>
</tr>
<tr>
<td>3 bedroom</td>
<td>14</td>
<td>501</td>
<td>50%</td>
<td>251</td>
<td>354</td>
</tr>
<tr>
<td></td>
<td>2</td>
<td>725</td>
<td>50%</td>
<td>363</td>
<td>417</td>
</tr>
</tbody>
</table>

6.2.14 Officers have considered this further in light of the Tenancy Strategy, and in particular the desire to offer the 3 and 4 bedrooms units at Target/Social rents. As such, the next table below demonstrates that there is the required flexibility in the proposal to deliver the units fully in accordance with the Tenancy Strategy. This is an illustrative example only; the final rent levels and nominations agreement would need to be secured through the Section 106 Agreement in agreement with Housing.

---

\(^1\) GLA London Rent Map (Median Market Rent for postcode SW8)

\(^2\) Inner South West London Broad Rental Market Area
<table>
<thead>
<tr>
<th>Unit Type</th>
<th>No. of units</th>
<th>Market Rent (GLA) (weekly)</th>
<th>Rent level as % of Market Rent</th>
<th>Discounted Rent (inc. Service Charge)</th>
<th>Local Housing Allowance (for comparison)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 bedroom</td>
<td>7</td>
<td>325</td>
<td>72.5</td>
<td>236</td>
<td>253</td>
</tr>
<tr>
<td></td>
<td>4</td>
<td>325</td>
<td>80</td>
<td>260</td>
<td>253</td>
</tr>
<tr>
<td>2 bedroom</td>
<td>37</td>
<td>380</td>
<td>72.5</td>
<td>276</td>
<td>302</td>
</tr>
<tr>
<td></td>
<td>20</td>
<td>380</td>
<td>80</td>
<td>304</td>
<td>302</td>
</tr>
<tr>
<td>3 bedroom</td>
<td>14</td>
<td>501</td>
<td>28</td>
<td>140</td>
<td>354</td>
</tr>
<tr>
<td>4 bedroom</td>
<td>2</td>
<td>725</td>
<td>19</td>
<td>138</td>
<td>417</td>
</tr>
</tbody>
</table>

84 59% Ave.

6.2.15 There are also potentially additional benefits to the Council by offering these units as Intermediate rent as opposed to Affordable rent. Firstly, the Intermediate rented units would still be subject to local nominations ensuring that these units meet the needs of those within Lambeth. Secondly, the management of tenancies, and rent level increases would be controlled by the Council. Finally, these units would not be at eligible for Right to Buy or other possible initiatives being proposed by central Government.

6.2.16 Alternative approach based on a policy compliant proposal
At the request of officers, the applicant was subsequently asked to consider an alternative proposal in which a more traditional policy compliant affordable housing mix was provided (i.e. 70% Affordable Rent and 30% Intermediate), in order to understand how many units could be secured at the same level of deficit identified by the current 100% Intermediate Rent offer. Based on this approach the applicant has indicated that a minimum of 51 units could be provided on this basis, resulting in a reduction of 33 units on the current offer. BNPP have reviewed this and consider the assumptions to be reasonable for this approach. This would represent 15% of the total number of units, but would be compliant with policy both in terms of tenure and dwelling mix (as defined by Policy H4). The alternative approach does not at this stage consider the impact in terms of management by combining private and affordable units within a single core block. Should this approach be considered appropriate, further discussion would be required to ensure it could be successfully managed.

6.2.17 In assessing the applicant’s offer and the alternative approach (para. 6.2.16 above), officers are satisfied that the offer of 100% Intermediate rent provides a suitable and meaningful proposal that delivers 84 affordable housing units (as opposed to 51) and in all but name achieves the outcomes of an Affordable Rented product, ensuring that the 3 and 4 bedroom units could be let at Target rent levels meeting a core housing need in the Borough. The Council will continue to discuss and agree the rent levels and nominations agreement through the Section 106 Agreement.

6.2.18 Dwelling Mix
The affordable housing currently proposes a range of 1, 2, 3 and 4 bedroom units within Block C. In considering the mix against Local Plan Policy H4 the number of 1 bedroom units would be 13% of total, within the 20% limit. However, the scheme proposes a significant number of 2 bedroom units comprising 68% of the total and exceeding the 50% limit. The scheme also provides 19% 3 and 4 bedroom units, below the 40% requirement. The proposal has had to be designed around the constraints set by the station structure below and the need to achieve a high residential quality in terms of daylight/sunlight, aspect and amenity. As such, the residential units have been arranged on the triangular floor plate which would reduce the ability to provide larger units on a single level. In order to create larger units, the number of 1 bedroom units would have also significantly increased to an unacceptable level. Officers are therefore satisfied that the number of 3 and 4 bedroom units has been maximised within a mix of 1 and 2 bedroom units.
6.2.19 In terms of the market units, the scheme proposes 60% of the units as 1 bedroom and 40% as 2 bedroom. This is generally considered acceptable given the type of scheme and the fact that family sized housing on the private market is likely to be unaffordable in this location.

6.2.20 **Review mechanism**

Given the long term nature of this scheme and the fact that it relies on the delivery of the station to come forward, a two stage review mechanism is proposed in this instance. The first review shall take place at the point at which the station begins operation (due to be 2020). While there may be a small overlap that allows initial works to commence on this scheme, this is essentially a pre-implementation review. This review will look at any increase in values (through the passage of time and/or as a result of the station opening) and should a surplus be generated this could be used in a number of ways. Firstly, it could be used to further improve the affordability of the units already provided. Secondly, it could allow for an increase in the number of affordable units on-site provided in one of the other blocks (up to 40%); alternatively there may be scope to consider additional off-site provision. Finally, the Council may wish to agree a cash-in-lieu payment for the delivery of affordable housing elsewhere in the Borough.

6.2.21 The second review would only take place if the first review did not pick up the necessary shortfall in units and would be undertaken prior to the sale of 75% of the private market units. An alternative trigger point would need to be considered should the units be offered as Private Rented Sector (PRS). Any additional surplus (up to the value of 40%) would be secured through a cash-in-lieu payment or the provision of off-site delivery of affordable housing within the borough.

6.3 **Design and Conservation – Layout, Scale, Views and Townscape**

6.3.1 **Layout and Scale**

The site falls within the Vauxhall tall building cluster, as designated in the VNEB OAPF. The Vauxhall SPD makes clear that the identified maximum height of 150m should not be exceeded; unless in exceptional circumstances. The SPD also states that, “Buildings will step down in height from the cluster southwards to reflect the change in character locally.”

6.3.2 The Vauxhall SPD goes on to designate the area to the south of the railway viaduct at the southern end of the cluster as ‘sensitive’ to tall buildings. This is due to the proximity with Vauxhall Conservation Area (especially Vauxhall Park) and surrounding smaller scale residential development. Although, it also explains that areas to the southwest, further away from the park and the conservation area (such as this site) are less sensitive. The proposal comprises three main towers. Block A rises to a maximum height of 91.56m (23 storeys), Block B rises to 73.04m (17 storeys) and Block C a maximum of 69.74m (16 storeys). These heights would therefore sit comfortably within the overall approach identified within the OAPF and SPD.

6.3.3 The station site runs broadly east to west. The development layout as proposed is dictated by the new London Underground station structures which are two storeys in height above ground (ground floor and first floor). Between the two station buildings is a new public square. The over-station development thus begins at second floor level. The three towers sit on top of the two station buildings, Block A on the western building and Blocks B and C on the larger eastern building. The blocks step down in height from the west towards Wandsworth Road. This reflects a ‘spiralling down’ of taller buildings set by the context of the adjoining Nine Elms Point (Sainsbury’s scheme) and the approved CGMA scheme to the west and north (see Figure 18, below). Block D sits to the north of the station buildings and is of a smaller scale (up to eight storeys) and provides an active edge against the podium on the Nine Elms Point scheme.
6.3.4 On the southern side of Pascal Street is a smaller scale of existing development, predominantly two and three storey houses and flatted blocks. Officers are satisfied that while there is a large variation in scale either side of Pascal Street, this point represents the edge of / gateway to the tall building cluster and the Central Activities Zone. The change in scale at this point also announces the presence of Nine Elms Underground Station – the buildings above being a marker for this transport node. The residential units to the south will benefit from improved accessibility, a better outlook towards new areas of public realm (as opposed to an industrial site and car park). The tower layouts have also been arranged to minimise overbearing impact on the properties to the south. The triangular footprint means that much of the bulk of Block A and B is angled away from the properties to the south while the lowest block (Block C) uses vertical banding of materials (brick and balconies) to further reduce the impact of this elevation. Finally, in terms of the properties to the east, these are four storey flatted blocks with gable ends fronting onto Wandsworth Road. Block C steps down from the adjoining Nine Elms Point Block B and uses the same external treatment as the southern elevation, and therefore considered acceptable by officers.

6.3.5 Views and Townscape
A Townscape and Visual Impact Assessment (TVIA) has been submitted, and provides an evaluation of the impact of the proposal in terms of its height and form on strategic views, the surrounding context, on other tall buildings including the emerging cluster when perceived from all directions. It should be noted that the site does not sit within any designated strategic view corridors (London Panoramas, Linear Views or Townscape Views), but a range of River Prospects as defined in the London View Management Framework (LVMF) along with a range of other views have been considered.

6.3.6 The TVIA demonstrates that the tower would not be visible from Westminster Bridge: North Bank (LVMF18A.3). However, as you move to the middle of Westminster Bridge (LVMF18A.2) Blocks A and B would be visible (on its own) sitting either side of the St George Tower at a similar height to St George Wharf. When including those buildings under construction or approved the scheme would be completely obscured. On the southern side of Westminster Bridge (LVMF18A.1) the scheme would be mostly obscured by St George Tower when on its own, but completely obscured in the cumulative view. As a result, the impact of the scheme is considered negligible on views identified in the LVMF.
A range of other views (within 500m) and longer views have also been provided. When viewed from the north from Wandsworth Road (south of the viaduct) (View A) the tower is almost completely obscured by the Nine Elms Point scheme, with the exception of the rooftop of Block C. View B a bit further south shows Block C can be seen projecting partially above and to the side of the Nine Elms Point Block B on Wandsworth Road.

Two views from the west have been provided from the opposite side of the river. The view from Pimlico Gardens (View N2) shows the scheme siting to side of but lower than the American Embassy building, although this view would be completely obscured when showing the cumulative development. The view from Grosvenor Road (View N3) further south shows the scheme to the right of the embassy, but mostly behind the Embassy Gardens development. In the cumulative view the scheme would be completely obscured.

From the east, a view from Wilcox Road (View C) shows the eastern elevation of Block C clearly although it would not be considered to be overbearing on the streetscene, particularly as you can see the stepping up of buildings to the north and west beyond. A longer view from the east in Brockwell Park shows the blocks to the edge of the main cluster with a clear stepping down in heights (see Figure 20, below).

In the views from the south the proposal is clearly more visible in the skyline as it forms the southern edge of the emerging tall building cluster. View D from Wandsworth Road shows a step up from the
five storey buildings in the foreground to the larger Block C beyond. View F from the western end of Pascal Street highlights the change in scale either side of Pascal Street, but the bulk is not considered overbearing by officers as a result of the separation and as discussed in paragraph 6.3.4. View G, further south around Bramley Crescent shows how the three blocks appear slender within the skyline by virtue of their footprint.

6.3.11 Officers have noted the GLA’s comments in respect of the need for further assessment of any impact on the Westminster World Heritage Site. The views presented (including that discussed in para. 6.3.6) clearly show that the scheme is almost completely obscured from this location and are therefore content that the impact would be negligible. It would therefore comply with Policy Q19 (Westminster World Heritage Site).

6.3.12 Officers therefore conclude that in terms of strategic and local views the proposed tower where visible, would be an acceptable and positive addition to the wider skyline within the Vauxhall Tall Building cluster in accordance with Local Plan Policy Q25 (Views).

6.4 Design and Conservation - Appearance and Materials

6.4.1 This proposal comprises two distinct elements. The first being the three towers all of which have the same aesthetic albeit with different orientations. The podium for these blocks is the station structure below. It should be made clear that the external appearance of the station structure (ground and first floor level) itself is not subject to approval as part of this application. A further application will be made to Lambeth pursuant to Condition 3 of the TWAO consent. The proposals show the station and its appearance based on the latest discussions between the Council and Transport for London. The second element is the commercial block (Block D) to the rear, which provides a different, more corporate aesthetic responding to its use and proximity to the adjoining Sainsbury site.

6.4.2 Blocks A, B and C
The external appearance of these towers are similar. They also share the same triangular plan form and basic internal layout, albeit on a different orientation. The treatment has been chosen to give vertical emphasis by using a limited range of materials in vertical alignments. Key elements are brickwork to give solidity, winter gardens/balconies forming a more lightweight treatment and cladding panels. The angled roofscape to provide an interesting and varied ‘top’ to the blocks – a strong silhouette in views from the south. The brick type (subject to condition) is shown as a lighter tone stock style brick which has been chosen to contrast with darker treatment of the station podium. The brick detailing is broken up with a varied brick course every three storeys to provide some horizontal context to the scheme. The brick also wraps around onto the longer façade. The middle bay projects approximately 1.5m from the brick façade to add further texture to the elevation. The windows are full height shown with Juliette style balconies in places. Coloured terracotta banding provides fine detailing in window spandrels.
6.4.3 In contrast to the predominantly brick appearance on the external two facades of each block, the third and longest façade has a predominantly metal clad exterior and a plainer window detailing. This metal gives a lighter and more light reflective effect on these internal elevations and also is a response to the adjoining Nine Elms Point proposals. The final detailing in respect of the exteriors (including the metal cladding) shall be secured through conditions.

6.4.4 Overall officers consider that the proposed external appearance of the blocks above the station podiums are acceptable. They provide a suitable contrast to the emerging station design, the use of a stock style brick on the key outward facing elevations is a good response to context (the blocks being highly visible in approach from the south) and there is sufficient fine detailing and colour to provide texture and visual enrichment. In particular the use of a varied roofscape adds to the buildings articulation in the skyline; marking the start of the tall building cluster as approached from the south.
6.4.5 Interaction with the station building
Officers have worked closely with TfL and its architects (Grimshaw) for both the over-station development (this application) and the station design as the junction at which the station and the over station development meets required careful consideration. The over-station development will be required to punch through the station box in three places to create stair and lift access to the accommodation above. This is achieved from Pascal Place on the northern side of the station box. These elements will be glazed in order to reflect their residential function. The proposals show a small set back at podium level where the station ends and the over-station development begins. The podium level will provide all of the ancillary services (refuse/plant/management offices) for the residential development above along with the external amenity provision. This podium is considered a suitable buffer between the station and residential elements. Officers are continuing to work with TfL to ensure that the station design and the over-station development work together, both physically and aesthetically.

6.4.6 Block D and retail box in Pascal Square
Block D is an entirely commercial block with retail at ground floor fronting onto Pascal Square. In townscape terms it is the missing piece of the Sainsbury scheme which occupies the site to the north and east. Block D has a corporate appearance reflecting its use (see Figure 12 in section 2). The block is predominantly glazed, with the use of a 1.5m grid across the main elevation made up of anodised metal 'skin' to provide solar shading with projecting vertical fins and horizontal louvers for additional privacy. The final detailing will be subject to condition. Officers are satisfied that this element of the scheme works well in terms of integrating the station site with the adjoining Sainsbury scheme. The proposed retail unit within Pascal Square is shown indicatively as a glazed box. This is considered acceptable in principle given the promotion of activity and movement within the square. Full construction details will be secured by condition.

6.5 Design and Conservation – Public Realm and Landscaping

6.5.1 The scheme proposes a significant new area of public realm (3,300m2), including new links through the site and a public square in the centre of the site. An indicative hard and soft landscape and public realm strategy has been provided as part of the application (within the DAS). The proposed public realm runs between Block D and the western station building through to Wandsworth Road and linking into the public realm proposed as part of the Nine Elms Point scheme. The main square sits between the two station buildings measuring 26.8m by 47.5m. Pascal Street and Pascal Place are designed to enable freedom of movement for residents, office/retail workers and those accessing the station. Whereas Pascal Square seeks to provide larger seated areas for people to dwell for longer periods.

6.5.2 The public realm maximises the opportunity to link in with the wider aspirations to improve connectivity through the site to the west, with routes to the linear park (via CGMA) and the river in accordance with the Vauxhall SPD.
6.5.3 High quality paving (predominantly granite), soft landscaping and lighting is proposed throughout the public spaces, with specific details secured via condition. The application is accompanied by details showing the public realm will meet the principles of inclusive design, desired pedestrian routes and access points both for the station and the development above. The potential for additional incidental play space within the public realm is also supported, subject to detail design. The retail units will also create active frontages along the public realm with potential for external seating.

6.5.4 Officers consider that the quality and quantity of the public realm is acceptable and provides relief to the visual massing of the buildings and the necessary and useable space to support surrounding activity and the level of movement associated with the station. Further details will be secured via condition in relation to the management of public realm in the longer term, particularly if the western entrance to the station is opened up in the future.

6.5.5 Comments from the Council’s Parks and Open Spaces Officer support the overall thrust of the proposals and the balance between soft and hard landscaping, subject to further detail secured via condition. The Council’s Tree Officer also supports the proposals in principle, subject to ensuring that the soft landscaping scheme is deliverable (i.e. sufficient root depths) and has requested a more detail soft landscaping specification in advance of determination. These comments are noted, however, given the long lead in time for this development (i.e. potentially 8 or 9 years) a condition to secure such information would be deemed acceptable.

6.5.6 Design Conclusions
In conclusion, officers consider that the proposals sit within the policy requirements and design aspirations of both the VNEB OAPF and Vauxhall SPD. The proposed over-station development is also considered to have been appropriately assessed and considered acceptable in terms of strategic and local views. The use of high quality materials and the creation of new public realm to support the new Underground Station forms a suitable transition between the Vauxhall tall building cluster and the area beyond.

6.6 Secured by Design
6.6.1 In accordance with London Plan Policy 7.3 and Local Plan Policy Q3 and as part of the pre-application process, the applicant has engaged the Metropolitan Police’s Designing Out Crime Officer and Counter Terrorism in an attempt to design out opportunities for crime wherever practicable. The scheme has incorporated a range of design principles in order to promote natural surveillance and ensure the scheme meets the principles of Secured by Design. It has also considered the levels of movement associated with the Underground Station underneath. In
particular the scheme provides legible routes through the public realm that would benefit from natural surveillance and activity at different times of the day, which is strongly supported.

6.6.2 In terms of the residential blocks the scheme will be required to install an access control system for each block along with secure residential foyers/secure access to lifts/stairs/vehicular access, including external lighting and CCTV where appropriate. In addition, the scheme would be required to install blast resistant measures for all glazing to reduce risk should there be an explosion on or near the site.

6.6.3 In accordance with comments made by the Designing Out Crime and Counter Terrorism Officers the proposals are considered to be acceptable, subject to conditions to secure compliance with the principles of Secured by Design and the provision of a Crime Prevention Strategy.

6.7 Standard of residential accommodation

6.7.1 Density
London Plan Policy 3.4 (Optimising Housing Potential), supported by Local Plan Policy H1 (Maximising housing growth) seek to optimise development densities based on local context, character and accessibility. Higher density development is broadly supported in this location through the VNEB Opportunity Area designation under London Plan Policy 2.13 (Opportunity Areas and Intensification Areas).

6.7.2 The eastern part of the site has a PTAL of 6a (highly accessible), while the western part of the site falls to level 3, despite the site having a width of only 150m. Furthermore the current PTAL does not take into account the fact that a new Underground Station will be operational on this site from 2020. In any case and in accordance with Table 3.2 in the London Plan the site would be considered as ‘Central’ in character. As such, a development within the range of between 650-1,100 habitable rooms per hectare is generally considered to be appropriate.

6.7.3 The scheme seeks to optimise densities on this site given its location and its future connectivity to the Underground network. In calculating the net residential density officers have taken into account the delivery of approximately 4,500m2 of new floorspace for Nine Elms Station and associated retail uses on the site (albeit outside the scope of this application). As a result the scheme achieves a density of 587 dwellings per hectare or 1,507 habitable rooms per hectare.

6.7.4 Although this exceeds the London Plan density guidance, officers consider that the density is acceptable, given the quality of the scheme being brought forward, the area’s changing character, the level of non-residential development proposed and its location above the new Nine Elms Northern Line station.

6.7.5 Technical Housing Standards
As of 1st October 2015 new technical standards are to be applied to new residential development. These standards replace those previously set out in London Plan Policy 3.5. The proposed development meets and in places exceeds all relevant national standards, including internal minimum space standards and floor to ceiling heights for all residential dwellings.

6.7.6 All 332 units will provide dual aspect accommodation as defined by the London Plan Interim Housing SPG (May 2015) and in accordance with Local Plan Policy H5 (Housing Standards). It should be noted on a standard floor plate, 3 of 8 units in Blocks A and B and 2 of 7 units Block C rely on 1.5m ‘pop-out’ elements to achieve this. This does however, meet the definition set out in the SPG.

6.7.7 The proposals are also considered to be acceptable in terms of outlook and privacy. Within the development itself the blocks demonstrate separation distances of at least 19.2m between habitable room windows on Blocks B and C. Habitable room windows in Blocks A and B are separated by
30m. Block A sits 13.2m to the south of the employment uses in Block D, although all of the units facing north would have aspects to the east and/or west in addition. In terms of adjoining sites, Block A sits 15.7m from the proposed building on the Apex Site (CGMA) to the west. Although there are no habitable windows that face directly onto this building due as a result of the proposed footprint of Block A. Blocks B and C sit 13.3m to the south of the Sainsbury’s scheme, but again all units offer additional views east and/or west. Finally, the proposed blocks would be at least 17.9m from the residential properties on the southern side of Pascal Street.

6.7.8 Under the new National Technical Standards, London Plan Policy 3.8 (Housing Choice) is to be interpreted so that the current standards relating to ‘lifetime homes’ and ‘wheelchair accessible or easily adaptable dwellings’ are removed, and instead:

- 90% of new dwellings will need to be ‘accessible and adaptable’ (this is defined by building regulations – Part M4 (2)); and
- 10% of new dwellings will need to be ‘wheelchair user dwellings’ (this is defined by building regulations – Part M4 (3)).

6.7.9 The development proposes to deliver a spread of wheelchair accessible units equating to 10% provision across the whole development. This provision will be secured through an appropriate condition.

6.7.10 Technical Housing Standards in respect of energy efficiency/sustainability and noise and air quality are considered elsewhere in this report.

6.8 Residential Amenity and Play Space

6.8.1 Residential Amenity Space
Local Plan Policy H5 (Housing Standards) sets out requirements in respect external amenity space and children’s play space. For new flatted developments, communal amenity space of at least 50m2 per scheme should be provided, plus a further 10m2 per flat provided either as a balcony/terrace/private garden or consolidated within the communal amenity space. The scheme proposes a range of private and communal amenity spaces, incorporating children’s play space provision. In addition, the scheme proposes more than 3,000m2 of public realm for the benefit of the local community, commuters and staff/visitors to the commercial/employment uses.

6.8.2 In terms of private amenity, each dwelling has at least 5m2 (plus 1m2 for each additional occupant as required by the London Plan) of private amenity space for each dwelling, provided in the form of balconies and/or terraces, equating to 3,099m2 in total. Across the scheme this represents an average provision of 9.3m2 per residential unit.

6.8.3 The communal amenity provision is split across the two residential podiums. Block A provides 379m2 of external communal amenity, while Blocks B and C share 484m2 of external space. This equates to a total of 863m2 across the development.
6.8.4 In total the scheme provides 3,962 m² of private and communal amenity space, thereby exceeding the policy requirement by 592 m². Officers consider that the provision of both communal and private amenity for each block has been achieved successfully, using rooftop terraces and corner balconies to integrate the spaces into the development. In particular, the larger 3 and 4 bedroom units located on the upper floors of Block C (x 5) have private terraces ranging from 13.2 m² to 42.7 m².

6.8.6 **Children’s Play space**

Policy H5 states that, “for developments of 10 or more units with at least one family-sized dwelling, children’s play space should be provided where appropriate to at least the levels set out in the London Plan Supplementary Planning Guidance ‘Shaping Neighbourhoods: Play and Informal Recreation’ 2012. In exceptional circumstances off-site provision may be acceptable.” Using the SPG methodology it has been calculated that approximately 22 children are predicted to live in the development, of which 14 would be under the age of 5; 5 aged 5-11 and 4 aged 12 plus. This gives rise to a total child play space requirement of 220 m².

6.8.7 The scheme proposes children’s play space as part of the communal amenity space on the podium levels of Blocks A and B/C. The play space would be a made up of incidental play, such as boulders and sculptured landscapes as opposed to traditional play (i.e. swings, slide, roundabout etc.). The scheme allocates approximately half the external amenity space (412 m²) for play provision. This includes 190 m² for Block A and 222 m² for Block B and C. As a result, the proposal would adequately meet its requirements for children’s play space on-site. Additional playable space could also be secured through the landscaping of the public realm where appropriate. Details of the children’s play space shall be secured through Condition.

6.8.8 **Amenity and Play Space Conclusion**

The proposed provisions in respect of private and communal amenity and children’s play space are considered acceptable and in accordance with relevant policies.

6.9 **Daylight and Sunlight**

6.9.1 In accordance with Local Plan Policy Q2 (Amenity) the application has been accompanied by a Daylight and Sunlight Assessment prepared by GVA. The development has been assessed against the Building Research Establishment (BRE) guidance ‘Site Layout Planning for Daylight and Sunlight’. The Council has sought independent review of the report findings in respect of possible impacts of the new development on surrounding sites and within the development itself. This review was undertaken by Schroeders Begg.

6.9.2 The BRE guidelines are not mandatory; they do however act as a guide to help understand the impact of a development upon neighbouring properties, while acknowledging that in some circumstances, such as that of a dense urban environment or where the existing site is only previously partially developed some impact may be unavoidable.
The Report has made an assessment based on an existing scenario that includes the now demolished Banhams and CGMA buildings along with the consented Blocks A and B permitted on this site as part of the Sainsbury’s scheme. This is measured against a proposed scenario with the site as developed along with the completed Sainsbury’s scheme and the adjoining Apex Site (CGMA). The development and the surrounding properties have been assessed under both scenarios by measuring the Vertical Sky Component\(^3\) (VSC) and the Average Daylight Factor (ADF)\(^4\). Sunlight and overshadowing have then been assessed in respect of Annual Probable Sunlight Hours (APSH) (i.e. that at least one living room window receives 25% of the APSH, including 5% in winter).

Figure 25 below shows the surrounding properties considered as part of the assessment with the site as developed in green.

In broad terms the independent review has considered that the studies are acceptable both in terms of its methodology and its conclusions. However, the independent assessment did note that the existing scenario included the consented blocks A and B from the Sainsbury’s scheme, which haven’t actually been constructed. As such, the level of impact could well be greater given these blocks were never there. Officers have considered this further and accept that as consented blocks they set an acceptable baseline upon which to assess the proposed scheme. The independent assessment simply raises this as a consideration and does not consider that the assessment is invalid as a result.

Officers are also mindful of comments from LB Wandsworth and the fact that the assessment does not explicitly consider the impact on the adjoining Apex Site, principally Building A1. The independent assessment has not considered this be an issue given the proposed footprint of Block A angles away from Building A1 to the south ensuring that nearly all of Building A1 would remain unobstructed to the south. It should be noted that the reserved matters application for the Apex site

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\(^3\) **Vertical Sky Component** – amount of daylight falling on the outside of a window. Expressed as a percentage, a window should achieve a minimum of 27% VSC or remain within 0.8 times of its former value in order to meet the BRE Guidelines (the maximum achievable being 40% for a completely unobstructed vertical wall).

\(^4\) **Average Daylight Factor** – distribution of light within a room. Expressed as a percentage, a 5% ADF is required where no supplementary lighting is required. Minimum requirements include 2% for kitchens, 1.5% for living rooms and 1% for bedrooms.
is required to be supported by a detailed daylight sunlight assessment. Condition 56 of the CGMA planning permission then requires details of mitigation, including daylight, sunlight and overshadowing details, to be submitted for approval before the development commences. This will ensure an appropriate level of residential amenity for any residential units is achieved at the Apex site.

6.9.7 Basil House, Adrian House, 2 Wilcox Road and Wilbraham House
These blocks/units are all located on the opposite side of Wandsworth Road directly to the east and southeast of the application site. Basil House and Adrian House are four storey blocks with their end walls facing towards the site. The plans show two bedrooms on each floor. In terms of Basil House the analysis suggests that all eight rooms would see a reduction in VSC up to 22%, slightly above the 20% threshold. The remaining ADFs would be in excess of 1%, which would be considered acceptable in this instance given they are bedrooms. For Adrian House, only three of the eight rooms would see reductions in VSC greater than 20%, the resultant ADFs remain above 1% and would therefore be considered acceptable.

6.9.8 The analysis for Wilcox Road shows that the residential units at first and second floor (4 windows) would not see VSC reductions greater than 14.85% and are therefore considered acceptable. The rooms on the northern corner of Wilbraham House at ground, first, second and third floor level also show that in only one case there would be a reduction in excess of 20%. This relates to the ground floor window which would see a marginal 20.17% reduction. It is not clear as to what this room would be used for, although it would be reasonable to assume that this is a bedroom given that the adjoining window/door provides access to a balcony and would therefore be a living room. As such, the ADF level remains above 1% and is therefore considered acceptable in this context.

6.9.9 Lockyer House and Charman House
These blocks are three storey blocks located to the south of and run perpendicular to the site. Only one room (kitchen) on each floor has a direct window facing onto the site. However, the analysis looks at the adjoining rooms on the western side of each block and the corner room on the eastern side of Charman House. All of these units are served by a deck access running along the western side of the block, as a result the existing daylight levels would already be slightly reduced in comparison to a standard window.

6.9.10 Lockyer House sees VSC reductions in excess of 20% (between 22% and 36%, with one exception at 45%) in all of the rooms assessed, the biggest reduction being the room with a window towards the site. These rooms would also see a resultant ADF of less than 1%, although only three rooms would see a greater than 20% reduction in ADF (22% - 30%). While there is clearly a noticeable impact on these rooms, it should be noted that they are not habitable rooms (confirmed as bathrooms) nor would they be affected by overshadowing or loss of sunlight as they sit due south of the proposed development. Therefore, officers consider that the extent of the impact would be acceptable given the small number of rooms affected and the overall urban context of this area.

6.9.11 In terms of Charman House the impacts are similar those in Lockyer House, although not as significant. The three kitchens facing onto the site see significant reductions in terms of VSC and ADF. However, all of the other rooms, with the exception of two would not see VSC reductions greater than 20%. The rooms would also continue to see adequate levels of sunlight in terms of APSH. Therefore, officers consider that the extent of the impact would be acceptable given the small number of rooms affected and the overall urban context of this area.

6.9.12 39 to 55 Pascal Street (Apple Blossom Court)
39 to 55 Pascal Street is a terrace of two storey residential units directly to the south of the application site. In the existing scenario these units face predominantly onto the former Banhams/CGMA buildings which were two storeys in height. Under the proposed scheme the units will face directly onto the public realm between the two station buildings. The daylight reductions
here are significant and likely to be noticeable (although in three cases the scheme shows an
improvement to daylighting levels). The significance of these reductions is largely due to the poor
daylighting already experienced by the rooms (kitchens) on the northern side of the terrace. Six of
the twelve rooms at ground floor and all twelve of the rooms at first floor level would see a VSC
reduction in excess of 20%.

6.9.13 Officers have considered these reductions and have noted that the existing low daylight levels result
in a disproportional sense of reduction in daylight. Officers have also noted that the scheme would
actually result in an improved outlook from these properties from an industrial building to an area of
public realm. The windows on the southern side of the terrace are also likely to have adequate
daylight levels given their orientation. Therefore, officers consider that the likely impact would be
acceptable given the nature of development proposed and the overall urban context.

6.9.14 22, 24, 36 and 38 Bramley Crescent
These two storey residential units also sit to the south of the proposal site. 22 and 24 are located to
the south of 39 to 55 Pascal Street, while 36 and 38 run perpendicular to the site adjacent to Block
A. The impact on 36 and 38 Bramley Crescent is generally considered acceptable. While nine of the
twelve windows would see a reduction in VSC greater than 20% (between 20%-26% and one at
33%), in all but two cases these windows would retain a VSC of at least 20%, which is considered
acceptable in an urban context. Similarly the sunlight levels for these units would remain at
appropriate levels consistent with the existing situation.

6.9.15 In terms of 22 and 24 Bramley Crescent, of the twelve windows assessed, five would retain VSC
levels in excess of 27%, four would see reductions but not in excess of 20%, while three windows
would see significant reductions in VSC (between 87% and 90%), albeit their existing values were
already less than 10%. As with the units on Pascal Street officers consider that the likely impact
would be acceptable given the small number of windows affected and the overall urban context.

6.9.16 Nine Elms Point (Sainsbury’s)
The assessment has also considered the three southern-most blocks within the Sainsbury’s Nine
Elms Point development, also currently under construction. Sainsbury’s Block K sits to the north
west of the application site and has a projecting wing element on its south-western edge that ends
approximately 12m north of Nine Elms OSD Block D. There are two rooms in this wing, a
living/kitchen/dining room that has views both west and south, with a smaller bedroom facing south.
The remaining south facing rooms are set back 21m from the OSD site. The assessment suggests
that all of these rooms would continue to receive adequate daylight in terms of the relevant ADF,
with the exception of the living/kitchen/dining room within the wing element. However, given this
room has views in two directions it is considered acceptable in this instance.

6.9.17 Sainsbury’s Block C sits immediately to the north of the OSD Blocks B and C. The ground floor of
Block C will be a retail use with residential, some of which affordable (Intermediate) above. Of the
rooms facing directly south onto the OSD scheme, only the bedrooms (three at first and second floor
and then two at third and fourth floor) have limited views to the south only. The corner
living/kitchen/dining rooms have views both south and east or south and west apart from one at first
floor level. Of the rooms that fail to meet requirements in terms of ADF, three are bedrooms and two
are living rooms. In the case of the living rooms one (third floor) has five windows with views to the
south and east, while the first floor living room (Intermediate) faces south only. While these rooms
fail to meet the levels of ADF set out in the BRE guidance it is noted that these units would have
seen a similar impact if the original Sainsbury’s consent was built-out or even the indicative TWAO
scheme on the Nine Elms OSD site. As such, officers consider that these minor indiscretions would
be acceptable given the urban context of the two sites. This approach is supported by the
independent assessment noting these issues are largely due to the inherent design of the Nine Elms
Point scheme.
6.9.18 Finally, Sainsbury’s Block D fronts onto Wandsworth Road and sits to the north of OSD Block C. Block D is also retail at ground floor with residential above. As with Sainsbury’s Block C this block sees a number of rooms at the first floor level only failing to meet the required ADF levels. This includes four bedrooms and two living rooms all of which sit on the western side of the block. As with Block C, the minor indiscretions would have been similar if the original Sainsbury’s consent or TWAO scheme was built-out. The living rooms also suffer due to their recessed windows in this elevation.

6.9.19 **Proposed development**  
The daylight and sunlight analysis for the first floor of residential units within Blocks A, B and C shows that in all but two cases the scheme will meet the required daylight and sunlight standards. The two rooms are both bedrooms, one on the northern side of Block A and the other on the northwest elevation of Block C. Both of which fall just below 1% ADF requirement.

6.9.20 **Daylight and sunlight conclusion**  
In terms of the impact on existing residential properties the proposed development would have a noticeable impact in terms of daylight and sunlight to a number of existing properties and those under construction. However, these impacts should be considered in the overall context of the proposed scheme, the urban nature of the development to the north and the resultant improvements to outlook towards public realm from the existing dwellings to the south. In terms of the proposed development, while there are two minor transgressions in terms of ADF, this is deemed acceptable given this represents 0.2% of the total habitable rooms proposed (853). Therefore officers consider the proposals to be in generally in accordance with Policy Q2 in respect of daylight and sunlight.

6.10 **Neighbouring Amenity**

6.10.1 Local Plan Policy Q2 (Amenity) also seeks to protect the amenity of existing neighbours and the visual amenity of the community as a whole. This is measured in terms of potential impacts in relation to outlook and privacy, daylight and sunlight, noise and air quality and impacts during construction. Issues relating to daylight and sunlight have been discussed in section 6.9 above, and noise and air quality has been considered in section 6.11 below.

6.10.2 **Outlook and Privacy**  
The proposed scheme layout has been arranged within the constraints of the station building to minimise its impact on neighbouring residential uses. The use of a triangular plan form minimises direct overlooking between habitable rooms over short distances. The London Plan Interim Housing SPG suggests that a separation between 18 – 21m between habitable rooms (as opposed to between balconies or terraces or between habitable rooms and balconies/terrace) is a useful benchmark, but should not be applied rigidly given the nature of development in urban areas. Only separation distances of less than 18m are therefore considered further in this report.

6.10.3 Block A sits 15.7m from the proposed building on the Apex Site (CGMA) to the west. Although, there are no habitable windows within Block A that face directly onto this building due to the proposed footprint of Block A. As such there are no issues in terms of outlook or privacy.

6.10.4 Blocks B and C sit 13.3m to the south of the Sainsbury’s scheme (Blocks C and D). In the case of Block C the triangular footprint ensures that only one unit faces directly onto the Sainsbury’s scheme at this distance. While the Sainsbury’s scheme presents some small windows onto the elevation, the main windows front onto Wandsworth Road. Therefore officers consider this distance to be acceptable. However, where there is some potential for direct overlooking between Block B and Sainsbury’s Block C, this can be negated by partially frosting some of the windows on the northern elevation (noting that levels of daylight remain acceptable) as well as the provision of small fins that project approximately 0.25m to direct views away from habitable rooms opposite. This is required for
two bedrooms and two living rooms for a total of six floors. These elements will be secured via Condition.

6.10.5 Finally, the proposed blocks (A, B and C) would be at least 17.9m from the residential properties on the southern side of Pascal Street. Given that the residential units within the proposal will start above the level of the existing residential properties it is not considered that there will be direct overlooking between the two. As a result overlooking and privacy will not be compromised in respect of the existing or new dwellings.

6.10.6 In light of the above, officers therefore consider that the proposed scheme would have an acceptable impact in terms of privacy and outlook. In particular the scheme will enable views (both direct and oblique) from residential uses to the north and south to the new areas of public realm proposed by this scheme.

6.10.7 **Amenity Impacts**

The proposals would exceed the levels of amenity space provided by some 500sq.m through the provision of private balconies/gardens and a range of communal areas and play space on-site. The proposals also include significant provision of new public realm (in excess of 3,000sq.m) and new routes through the site. As a result, the scheme is not considered to have a significant adverse impact on neighbouring amenity areas or local play provision.

6.10.8 **Construction Impacts**

Noise, disturbance and inconvenience during the construction period can be mitigated through the provision of a Construction Environment Management Plan. This scheme has the added complexity of the station being constructed underneath, although work on this scheme would not commence until after the station is operational. As such only an indicative phasing programme has been provided showing that Block D could be delivered first, followed by Blocks B and C and then Block A. The applicant will be expected to operate and be registered under the Considerate Constructors Scheme and sign up to the Vauxhall Nine Elms Construction Charter. A full Construction Management Plan will be required for approval via condition. It shall include measures in terms of noise, waste and dust mitigation, the management of deliveries, station operation, access along Pascal Street and engagement with the local community (including a named contact point throughout).

6.10.9 At the request of Transport/Highways Officer, particular importance should be given to vehicle movements and movement peaks, along with any proposed road closures and interruptions to the network. The CEMP should include details of the planned closures (approximate durations/contract timing) in particular with reference to any utilities diversion or protection works.

6.11 **Air Quality, Noise, Vibration and Wind**

6.11.1 Local Plan Policy Q2 (Amenity) makes clear that proposals should ensure that any adverse impact in terms of noise and air quality should be reduced and minimised as far as possible to ensure the amenity of existing and future occupants is protected. The whole of Lambeth is designated as an Air Quality Management Area. The application has therefore been accompanied by an Air Quality Assessment, Noise and Vibration Assessment and a Wind Analysis all prepared by Mott MacDonald. Officers referred these reports to an external consultant (Regulatory Support Services) for independent assessment.

6.11.2 **Air Quality**

The Air Quality Assessment shows results of automatic monitoring data for two receptors, one in Vauxhall (0.7km away) and the other in Battersea (0.8km), both of which are on main roads. These receptors show higher concentrations of nitrogen dioxide (NO2) above the recommended levels (significantly higher in Vauxhall), but generally lower levels than those recommended in terms of
particulate matter (PM10). The report does state that the Vauxhall receptor is not necessarily representative of the site due to its location, but the Battersea receptor shows more acceptable levels of air quality generally within recommended levels.

6.11.3 In terms of construction the report also considers the impact of dust particulates and the impact on surrounding uses. The report sets out a range of mitigation measures, which would be considered necessary to minimise impacts. These measures will be secured through the Construction Management and Logistics Plan via condition. In accordance with these measures officers consider that the proposed development and its users would not be adversely impacted upon in terms of air quality.

6.11.4 Noise and Vibration
The accompanying noise and vibration assessment considers the potential impact on the proposed development from nearby noise and vibration sources. It should be noted that Condition 14 of the TWAO consent sets out requirements in terms of noise and vibration from the new station, with details to be submitted and approved by the Local Planning Authority. In particular noise emitted from fixed plant and machinery shall be no higher than a level 10 dB less than the external background noise LA90T at a point one metre outside any window of any residential or other noise sensitive property. The proposals demonstrate that the tunnel venting at first floor level would remain approximately 9m below the level of the first residential windows above and will be muffled to ensure compliance with Condition 14 of the TWAO.

6.11.5 The assessment has also considered baseline noise levels within the vicinity of the site measured in 2010, 2011 and 2014. The measurements showed that the greatest noise impacts currently come from the existing mainline railway to the west and traffic on Wandsworth Road to the east. As a result, the assessment recommends installation of double glazed windows (specification 4mm glass / 16mm cavity / 6mm glass) are fitted to the proposed living and bedroom areas and suitable acoustically attenuated background ventilation provided. Details in respect of the proposed mechanical ventilation and other external plant, specific noise level parameters for the residential units and the amenity space, and the restriction on amplified sound from non-residential uses shall be secured through condition.

6.11.6 In terms of vibration a range of mitigation measures have been set out within the report in order to reduce any potential impact from the station operation below. This includes specific construction techniques such as, “constructing superstructure and building columns using concrete frame structure with post-tensioned flat slab flooring and isolating the OSD residential premises by using elastomeric bearings.” The independent assessment supports this approach, but considers further work is required at detailed design stage to further enhance the position. As a minimum the scheme shall ensure that exposure to vibration is limited to the criteria detailed set out below:

- Vibration dose value for 16hr daytime should be below 0.4ms
- Vibration dose value for 8hr night-time should be below 0.2ms

6.11.7 In light of the above information, officers are satisfied that the amenity of future residents within the proposed development would not be adversely impacted upon in terms of noise and vibration, subject to the above conditions being imposed.

6.11.8 Wind
A detailed wind analysis has been undertaken based on 51 points throughout the proposed development at ground floor level and communal amenity spaces above ground floor level. These points have been classified depending on their predominant function (i.e. sitting, entrances, standing, walk-through, people around buildings and roads/car parks). Each point is analysed based on twelve different wind directions and assessed against a criteria of either being ‘Acceptable’, ‘Tolerable’ or
‘Unacceptable’. Tolerable is defined as, “conditions may be described as ‘windy’, but which would be tolerated for the given activity”.

6.11.9 All of the proposed points are shown to be ‘Acceptable’ with the exception of one point, which would be ‘Tolerable’. This point is the southern area of Pascal Square which has been assessed based on sitting. It should be noted that the main seating proposed within Pascal Square is actually to the northwest, which has been measured as ‘Acceptable’. In terms of pedestrian safety, all monitoring points are predicted to be suitable for the general public. Overall the local wind conditions are predicted to be acceptable with no areas requiring any mitigation for pedestrian comfort issues.

6.12 Transport and Servicing

6.12.1 Local Plan Policies T1 (Sustainable travel), T2 (Walking), T3 (Cycling), T4 (Public transport infrastructure), T6 (Assessing impacts of development on transport capacity and infrastructure), T7 (Parking) and T8 (Servicing) support the delivery of new development in the most accessible locations, promoting the use of sustainable transport modes, minimising highway impacts and reducing reliance on the private car. In accordance with the above policies the application has been accompanied by a Transport Assessment (TA) (including addendum).

6.12.2 Existing Accessibility
The site is located approximately 800m to the southwest of Vauxhall Station. Pascal Street is a dead-end road that will eventually connect to the CGMA site (pedestrians, cyclists and emergency vehicles only). On-street parking was previously provided along the north side of Pascal Street with space for up to 14 vehicles and 5 powered two wheelers. This parking was subject to Pay & Display/Residents’ permit parking controls as the street is within the Stockwell ‘S’ Controlled Parking Zone, which operates Monday to Friday 08:30 – 17:30. A number of blue badge bays were provided here.

6.12.3 As the station construction site is now operational the formal on street parking arrangements are no longer in place. The applicant has proposed provision (post completion) of a number of on street bays, incorporating car club, blue badge and CPZ bays, all of which fall outside of the application red-line and would need to be secured through relevant agreements.

6.12.4 Vehicle access to the blue badge parking in the basement will be via a ramp off Pascal Street. The TA refers to a priority/control arrangement that will prevent vehicle conflicts on the ramp or access and provision of full operational details for this can be covered by condition. Pedestrians and cyclists will access the development from Pascal Place apart from the retail/commercial units accessed from Pascal Square. Once the new Northern Line Station has opened, the site will have a PTAL value of 6a which is considered ‘excellent’ access to public transport services.

6.12.5 Trip Generation
The TA addendum details the residential and commercial trip generation for the proposal, for which there is an uplift compared to the previous iteration, resultant from the change in floor areas for different use classes (in particular the increase in office/retail) and the combined trip generation is proposed to be 136 arrivals/163 departures in the AM peak, 126 arrivals/156 departures in the PM peak, and total daily trips of 1480 arriving/1475 departing. Given the very low car mode share (blue badge holders only) it is proposed 41% of trips will be on the Underground, 26% by bus, 10% by train and the remainder on foot/cycle. The cycle mode share is proposed to be 12%. It is proposed that these levels of trips should not give rise to any capacity issues for the Underground, bus and train services that will be used which seems reasonable. Comparing the original application with these changes there are very slight increases in public transport trips of 1.4 passenger per northbound line service in the AM peak and 2.5 passengers per bus journey in the AM peak.
6.12.6 **Pedestrian conditions**

The trip generation details that there will be 34 specific walk trips in the AM peak and 32 in the PM peak. This doesn't include all pedestrian movements being made to public transport services. The TA addendum has reviewed and updated the Pedestrian Comfort Levels predictions from the VNEB Opportunity Area Transport Study, and added to the VNEB development flows those arising from this application which includes those accessing bus, train and underground services. The development will add 20 movements along Pascal Street to bring the total to 120 in the morning peak, whilst also adding around another 40 pedestrians to the footways either side of Wandsworth Road closest to the development which are predicted to be in the region of 1400 an hour in the AM peak. In percentage terms these additional pedestrian movements are small. The resultant Pedestrian flows have been assessed in accordance with TfL's Pedestrian Comfort Assessment guidelines and combining those predicted from both the VNEB development and this application, the Pedestrian Comfort Levels are still predicted to be in the range A+ to A− which is considered ‘Comfortable’.

6.12.7 **Car Parking**

Ten blue badge spaces are proposed, to be located in the basement, accessible from Pascal Street. There is also the proposal for two more on street blue badge bays which whilst openly available for any blue badge holder would of course be very close to the development. Two of the 10 bays will be set up for electric vehicle charging and a further two will be able to be set up in time. An updated Parking Management Plan should be provided with respect to the above plus the final allocation of on street bays to be provided on Pascal Street. This can be covered by condition prior to occupation of the development.

6.12.8 **Officers consider that the proposed disabled parking provision is adequate. No other car parking spaces are provided and, apart from the blue badge spaces, the development would be essentially car free. Officers consider this to be acceptable given the exceptionally high PTAL rating of the site once the Nine Elms station below is completed. Future residents of the development would be prevented from obtaining parking permits in the local CPZ. In order to prevent in additional parking stress on surrounding roads.**

6.12.9 **Cycle Parking**

Cycle parking provision to meet the requirement of FALP standards will be provided, for blocks A – C this will be in the basement, accessible via lifts. The cycle parking for Block D will be accommodated at ground level. In total it is proposed for 547 spaces at basement level (blocks A – C) and 71 at ground level (block D). Full details showing layout, dimensions and manufacturer’s details plus dimensions of the lifts used to access the cycle parking should be provided and secured via condition. This is to ensure cycle parking will be easily accessible and secure, and of high quality.

6.12.10 **Delivery & Servicing Plan**

Two new loading bays are proposed for Pascal Street, one associated with the development and one for the operational requirements of the new Underground station. These will be on the eastern side of Pascal Street and it is proposed that they both cater for the servicing demands of the development. The Plan states that 34 servicing movements a day are referred to. Further details in regard to vehicle movements and associated dwell times with the provision of two bays shall be required by condition.

6.12.11 **The other proposal with respect to servicing relates to the proposal for the new access to Pascal Square off of Wandsworth Road, which is envisaged for refuse and recycling collections. The additional access is required to facilitate servicing to the eastern side of the development for a number of reasons. These include difficulties in HGV’s turning along Pascal Street, and also because the trolley/refuse collection distances from parts of the development along Pascal Place will be too long (90m) if they are serviced from Pascal Street loading bays. Only a small proportion of service trips will need to use Pascal Place and access off Wandsworth Road and these movements**
will be closely controlled, with a booking system and access control gate to prevent unauthorised access to Pascal Place.

6.12.12 Streetscape/Highway arrangements
A section 278 or other appropriate agreement will be needed to cover the highways works associated with the development. In addition to the loading bays and access off Wandsworth Road, the Transport Addendum has proposed a number of car parking bays along the western side of Pascal Street opposite the development. At this stage it is proposed that two of these be for car club bays, to accord with the recommendation of the car club operator consulted (Zipcar). Two other bays are proposed for blue badge bays and the remainder for CPZ bays. This sounds acceptable as proposed but can be reconsidered in the context of blue badge provision for the development as a whole. Again a S278 agreement will cover the implementation of these bays along with managing the other highway works associated with the development.

6.12.13 Travel Plan
A Draft Travel Plan has been prepared and submitted, and a fully worked up plan can be covered by condition for approval prior to occupation of the development. Officers have now been provided with details of the correspondence/communications between the developer and the car club operator (Zipcar) and Zipcar’s recommendation is for three years membership for each residence. The developer has also suggested provision of two car club bays on street in Pascal Street and the car club operator is amenable to that proposal. In terms of Travel Plan targets officers consider it acceptable to have the survey and fixing of targets upon 75% occupation of the residential units. Finally, there should be a £3000 monitoring fee paid to the Council via the S106 agreement for ongoing monitoring of the Travel Plan.

6.12.14 Transport Conclusion
In terms of the proposed development, the trip impacts that have been derived and do not indicate that there will be any issues of note with regards public transport service capacity. The pedestrian flows and conditions have also been assessed with respect to those of the development adding to those arising from the adjacent Nine Elms Point (Sainsbury’s) development and conditions will be comfortable. The development will result in changes to the highway to create new access and loading bay facilities plus the reinstatement of car parking in Pascal Street and these will be managed via a Section 278 agreement with the Highway Authority. The development will also provide cycle parking to FALP standards, car club bays adjacent to the site and car club membership for each residence in the development. As such, the proposals are considered acceptable in transport terms, subject to the conditions stated above to ensure the construction and operation of the development are as efficient and sustainable as possible.

6.13 Refuse and Recycling
6.13.1 In accordance with Local Plan Policy Q12 (Refuse/recycling storage) the proposals will be required to provide adequate levels of refuse and recycling storage provision. Given the constraints of the site and the intention to create as much ground floor activity as possible the refuse and recycling provision within the residential blocks is located at podium level. Each block has its own refuse store within a short trundle distance to the lift core. A Waste Management Strategy showing how the refuse/recycling will be collected and managed will be required via condition.

6.14 Sustainability
6.14.1 In accordance with London Plan Policies 5.1-5.9 and Local Plan Policies EN3 (Decentralised Energy) and EN4 (Sustainable design and construction) the application has been accompanied by an Energy Assessment, BREEAM Pre-Assessment and Code for Sustainable Homes Assessment. The development must in addition to the above policies, accord with the following National Housing Standards:
• Development proposals should be designed in accordance with the London Plan energy hierarchy, and should meet the following minimum targets for carbon dioxide emissions reduction. Year Improvement on 2013 Building Regulations
  – 2014 - 2016 35 per cent
  – 2016 - 2036 Zero carbon
• New dwellings should be designed to ensure that a maximum of 105 litres of water is consumed per person per day.

6.14.2 London Plan Policy 5.2 states that new development should be designed using the energy hierarchy ‘Lean – Clean – Green’. This equates to using less energy, supplying energy more efficiently and then the provision of renewable energy if required.

6.14.3 The Energy Assessment proposes a range of measures to be adopted in respect of energy efficiency through suitable materials and construction measures to minimise heat and energy loss. This will include low energy lighting, insulated façade treatments, mechanical ventilation with heat recovery. The scheme also proposes the use of a Combined Heat and Power (CHP) system for the scheme that will provide 60% of the total annual hot water and heating demand. The CHP will be powered by gas boiler, with a future connection safeguarded to the VNEB district heating network. These measures ensure that the building achieves a 29% carbon reduction on Part L of the 2013 Building Regulations.

6.14.4 Therefore, the proposals would provide 350m2 of photovoltaic panels on the roof of Blocks A, B and C. However, given the nature of the roof scape, this would only achieve a further saving of 5%. As such, based on the current modelling the development would achieve a 34% carbon reduction of Part L of the 2013 Building Regulations. Further modelling at the detailed design stage is considered to be able to demonstrate further improvements to achieve the 35% reduction.

6.14.5 The application has also been accompanied by a BREEAM Pre-Assessment and a Code for Sustainable Homes Assessment demonstrating that BREEAM ‘Excellent’ and the water standards can be achieved as part of the development.

6.14.6 This approach is broadly supported by the GLA, subject to some additional information in respect of the proposed CHP, the heating and cooling (in accordance with London Plan Policy 5.9) and the securing of the above measures through condition and/or planning obligation.

6.15 Other matters – Archaeology, Flood Risk and Contamination

6.15.1 Archaeology
In accordance with London Plan Policy 7.8 (Heritage assets and archaeology) and Local Plan Policy Q23 (Undesignated heritage assets: local heritage list) the Council will ensure that proper investigation and recording of archaeological remains takes place as part of the development process. The site is not located within a designated archaeological priority area, although it is located within the boundary of the Battersea Channel Project, currently being undertaken by Historic England.

6.15.2 The main part of the site has already been subject to a desk-based assessment as part of the TWAO, with details subsequently approved under Condition 10. However, Historic England have required a second study to cover the part of the site comprising Block D, which was not previously considered under the TWAO. Officers have therefore proposed a suitable condition to secure a further study in accordance with Historic England guidelines.

6.15.3 Flood Risk/Sustainable Drainage System (SuDS)
In accordance with London Plan policies 5.12 – 5.15 in respect of flood risk and sustainable drainage and Local Plan policies EN5 (Flood Risk) and EN6 (Sustainable drainage systems and water management) proposals should reduce the risk of flooding through appropriate design and measure to manage water, in particular surface water run-off. As a major development proposal, a Sustainable Drainage System (SuDS) strategy must be prepared and agreed by the Council (acting as a SuDS Approval Body). The application has been accompanied by Flood Risk Assessment including a drainage strategy. The site itself sits within Flood Zone 3 and is considered to be at a high risk of flooding.

6.15.4 The strategy seeks to ensure that residential floor levels of the proposed over-station development are above the levels at risk of flooding, currently set at 7.55m AOD above the station building. This exceeds the levels of maximum flood level of 3.25mAOD for the 1 in 200 year event and 3.43mAOD for the 1 in 1000 year event. The proposals include provision for on-site attenuation of surface water, although this detail is reserved for the detailed design stage and will be required by condition.

6.15.5 In response to the proposals the Environment Agency has offered no objections, subject to a condition ensuring that the scheme is implemented in accordance with the accompanying Flood Risk Assessment. Reference is also made to standing advice in respect of contamination, piling risk to groundwater, and infiltration of surface water drainage to be included as an informative.

6.15.6 In terms of water management, Thames Water considers that existing waste water infrastructure is unable to accommodate the needs of the proposed development. As such, a condition requiring a drainage strategy including on/off site works for surface and foul water is to be secured.

6.15.7 Officers consider that subject to the above conditions being imposed, the proposals would satisfy policy requirements in reducing the risk of flooding both on-site and in the surrounding environs.

6.15.8 Ground Contamination

In accordance with Local Plan Policy EN4 (Sustainable Design and Construction) proposals should include an assessment of existing ground conditions and identify appropriate remedial measures for any contaminated land prior to development commencing. This aspect has already been covered through the TWAO consent (Condition 9). However, officers consider it appropriate to include a condition to deal with contamination not previously identified should it arise during construction.

6.16 Planning Obligations and CIL

6.16.1 The Local Plan (Policy D4 and Annex 10) sets out the Council’s policy in relation to seeking planning obligations and the charging approaches for various types of obligation. For contributions that are not covered by Annex 10, the Council’s approach to calculating contributions is guided by its July 2013 revised draft S106 Planning Obligations Supplementary Planning Document (SPD) produced for consultation.

6.16.2 The following planning obligations are considered necessary to make the development acceptable in planning terms, are directly related to the development and are fairly and reasonably related in kind and in scale to the development. They are therefore compliant with the requirements of regulation 122 of the Community Infrastructure Levy Regulations 2010.

Housing:

- Affordable Housing units (84 - 11x1 bedroom, 57x2 bedroom, 14x3 bedroom and 2x4 bedroom) to be secured on-site within Block C.
- The units shall be secured in perpetuity on an Intermediate Rent with units let up to 80% of market rents. The overall blended rate across all units shall not exceed 65%
of market rent. The 3 and 4 bedroom units shall be secured at the following rent levels:

a) 3 bedroom dwellings shall be available at rent levels equivalent to target rents including service charges
b) 4 bedroom dwellings shall be available at rent levels equivalent to target rents including service charges

- The Affordable Housing units to be completed and handed over to a Registered Provider (or other approved management organisation) prior to occupation of 50% of the private market units.

- Review mechanisms shall be enacted at the following points:
  - Upon completion of the station, prior to implementation; and
  - Upon 75% of sales.

- Cascade arrangements in terms of additional affordable housing provision should review mechanism show it is viable (i.e. better mix within existing provision, further provision on-site/off-site or payment in lieu).

**Transport, Highways and Public Realm:**

- Provision of a Travel Plan and payment (£1,000) for the purposes of monitoring the implementation of the Travel Plan.

- Delivery of public realm improvements as set out in landscaping strategy – within and outside red-line application boundary.

- Management strategy and public access to public realm.

- Entry into a Section 278 Agreement (or other relevant highways agreement) for public realm and highway works if required.

- Provision and subsequent retention of 2 x Car Club bays on Pascal Street to be delivered prior to first occupation (subject to further discussion with a Car Club operator).

- Free Car Club membership and/or Car Club support for a minimum period (to be agreed) from the date of first occupation of the residential units to all households of the residential buildings.

- No residential/business parking permits shall be issued within the existing CPZ.

- Legible London signage contribution (TfL to confirm).

**Employment, Training and Enterprise:**

- General Employment and Training contribution - £69,347

- Local labour in construction contribution - £200,000

- Skills and employment plan, to include as a minimum:
- Alignment with the Nine Elms Vauxhall Strategy Board’s agreed Employment and Skills Framework;
- 20% onsite operatives local labour (during the course of construction and placed through liaison by a named individual from the developer with Lambeth Working (or successor));
- 10% onsite operatives local apprentices (during the course of construction and placed through liaison by a named individual from the developer with Lambeth Working (or successor));
- Workplace skills Academy;
- Internships;
- Work Experience;
- Schools Engagement;
- College Engagement;
- University Engagement; and
- Developers and contractors to attend stakeholder events aimed at support the delivery of employment and skills plan.

- Work with the Council’s appointed agency to deliver supply chain events, procurement opportunities for local labour.
- Procurement initiatives for local businesses.
- Workplace co-ordinator employment by the developer during the entirety of the Construction of the development.
- Considerate Contractor Scheme – the applicant to carry out all works in keeping with the National Considerate Contractor Scheme.
- Applicant to sign up to the Nine Elms Construction Charter.

Environment and Sustainability:

- Delivery of the energy assessment and associated carbon reductions.
- Safeguard a connection to the future VNEB district heating network in line with the commitments stated in the Energy Statement.

Other:

- Monitoring cost capped at 5% of the total value of the above financial obligations.

6.16.3 Community Infrastructure Levy (CIL)

The Lambeth CIL contribution is estimated, on the basis of information supplied with the planning application, to be circa £8.9m. Expenditure of the majority of a future CIL receipt will be applied towards Borough infrastructure needs as contained in the published CIL Regulation 123 List, which defines what CIL may be spent on. 25% of the CIL receipt, would be applied towards local neighbourhood spend, in the Stockwell Cooperative Local Investment Plan (CLIP) area in which the Development is located. Local neighbourhood funding from CIL may be applied to infrastructure needs in line with the CIL Regulation 123 List, or to anything else that is concerned with addressing the demands that the Development places on an area.
6.16.4 Allocation of CIL monies to particular infrastructure projects is not a matter for consideration in the determination of planning applications. Separate governance arrangements are being put in place for Borough Infrastructure needs, and locally through the Cooperative Local Investment Plan initiative.

6.16.8 The London Mayoral CIL would also be applicable. The London Mayoral CIL will be applied towards the cost of Crossrail.

6.17 Procedural Matters

6.17.1 The application is referable to the Mayor under the provisions of the Town and Country Planning (Mayor of London) Order 2008. The application has already been referred to the Mayor at ‘Stage 1’ and a summary of the Mayor’s comments are included in Section 4.1.1 above. Before Lambeth can issue a decision on this application it will need to refer the application again to the Mayor at ‘Stage 2’; where after the Mayor will have the opportunity to elect to become determining authority, direct refusal, or allow Lambeth to proceed and issue the decision in line with its resolution.
7 CONCLUSION

7.1 The proposals result in development of a key site, above and surrounding the new Nine Elms Station for residential led-mixed use purposes, providing 332 new homes and more than 5,000sq.m of new commercial and retail floorspace. This clearly accords with the land use strategies of the London Plan, the VNEB OAPF, the Lambeth Local Plan and the Vauxhall SPD. The wider public benefit of the development and the physical and economic regeneration benefits (alongside the station) are considered an important aspect in the recommendation for approval.

7.2 The development would provide a high quality residential environment for all future occupiers and would contribute significantly to meeting Lambeth’s and London’s housing targets. All of the new dwellings have been designed to meet relevant standards in terms of size, layout, aspect and adaptability. All of the proposed units will achieve appropriate levels of outlook and daylight and sunlight. In addition, the development is inclusive of generous on-site amenity (both private and communal), play space provision and the delivery of a significant new area of public realm.

7.3 The proposals could deliver 84 affordable dwellings, including 16 family sized (3 and 4 bedroom) units. The overall provision represents 25% of the total number of units all of which would be provided at Intermediate Rents. Officers have demonstrated that although these units would be Intermediate in definition, they could achieve rent levels consistent with those normally secured under an Affordable Rented product, including 3 and 4 bedroom units at Social/Target rents. An alternative approach has also been considered securing a more traditional policy compliant mix of affordable units. This would see a minimum of 51 residential units (15%) provided, again with the 3 and 4 bedroom units secured at Social/Target rent levels. The scheme has been subject to an independently verified viability assessment which shows that the scheme is providing an appropriate level of affordable housing on-site despite showing an overall development deficit, with two review mechanisms in place.

7.4 The provision of a taller buildings on this site, within the context of strategic and local views is considered acceptable by officers and sits within the policy requirements and design aspirations of both the VNEB OAPF and Vauxhall SPD. Despite the constraints of the site laid down by the station building, the triangular building form and position of each block, the use of high quality materials, the junction between the station and the development above, and the creation of a significant area of new public realm provides a suitable and positive edge and gateway between the Vauxhall tall building cluster and the lower scale of development to the south. The proposals would ensure that levels of privacy and outlook of adjoining residential uses is maintained and in some areas enhanced. Although there are some breaches of the BRE guidelines in terms of daylight the development, overall the scheme is not considered to impact unacceptably upon the amenity of neighbouring residential properties or upon the function or safety of the surrounding highway network given its urban context.

7.5 The proposals will clearly benefit from the presence of a new station within the site, as such a range of transport and travel planning measures, including Blue Badge parking provision and space for 618 cycles is strongly supported. The new public realm will serve to improve links throughout the area as well as provide an attractive and well-designed area for people to dwell.

7.6 All reasonable reductions in total carbon dioxide emissions from the development would be achieved within the framework of the Mayor’s energy hierarchy to satisfy the Development Plan policy requirements. In addition, the development has been designed in conjunction with advice offered by the Metropolitan Police’s Design Officer so as to minimise the opportunity for crime/terrorism as far as is practicable.

7.7 The development would provide an appropriate balance of uses including private and affordable homes, employment and retail uses and would improve the environment both in terms of linkages
and new public realm. The application is therefore recommended for approval, subject to conditions and completion of a Section 106 Agreement in accordance with the presumption in favour of sustainable development conferred upon Local Planning Authorities by the National Planning Policy Framework (NPPF).
8 RECOMMENDATION

8.1 Resolve to grant conditional planning permission subject to any direction that may be received following referral to the Mayor of London and subject to the provision pursuant to an undertaking under Section 106 of the Town and Country Planning Act 1990 of the planning obligations listed in this report.

8.2 Agree to delegate authority to the Director of Planning and Development to:

- Finalise the recommended conditions as set out in this report including such amendments, additions and/or deletions as the Director of Planning and Development (in consultation with the Planning Committee Chair) considers reasonably necessary; and

- Negotiate, agree and finalise the planning obligations as set out in this report pursuant to Section 106 of the Town and Country Planning Act 1990, including adding to, amending and/or deleting the obligations detailed in the heads of terms as the Director of Planning and Development (in consultation with the Planning Committee Chair) considers reasonably necessary.

8.3 In the event that the committee resolves to refuse planning permission and there is a subsequent appeal, delegated authority is given to officers, having regard to the heads of terms set out in the report, to negotiate and complete a document containing obligations pursuant to Section 106 of the Town and Country Planning Act 1990 in order to meet the requirements of the Planning Inspector.
9 CONDITIONS AND REASONS

Definitions

- ‘Commencement’, ‘commence’ or ‘commenced’ shall be construed accordingly and mean: initiation of the Development as defined in Section 56(6) of the Town and Country Planning Act (1990) as amended.
- ‘Development’ means: the Nine Elms OSD scheme permitted by this planning permission.

General

1. The development must be begun not later than the expiration of nine years beginning from the date of this decision notice.

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

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

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

3. Prior to the commencement of development a Phasing Scheme shall be submitted to and approved in writing by the Local Planning Authority. The Phasing Scheme will identify and describe all of the phases of construction and timing of new development, including for the following:

   a) The delivery of the residential units Building (A, B and C);
   b) The delivery of the employment floorspace (Building D);
   c) The delivery of the proposed retail units (Building D and Pascal Square); and
   d) The delivery of the proposed public realm works (Pascal Square).

   Reason: To ensure the appropriate timing and delivery of the approved scheme and to ensure any off-site impacts from the proposed construction can be adequately mitigated.

Environmental

4. For each phase, no development shall commence until a Construction and Environmental Management Plan (CEMP) has been submitted to and approved in writing by the local planning authority. The CEMP shall include details of the following relevant measures:

   a) An introduction consisting of construction phase environmental management plan, definitions and abbreviations and project description and location;
   b) Information on environmental management;
   c) A description of management responsibilities;
   d) A description of the construction programme;
   e) Site working hours and a named person for residents to contact;
   f) Details regarding operation of Nine Elms Station during construction;
   g) Detailed Site logistics arrangements;
   h) Temporary works requirements;
i) Advance notification of road closures;
j) Details regarding parking, deliveries, and storage;
k) Details regarding dust mitigation;
l) Details of measures to prevent the deposit of mud and debris on the public highway;
m) Details of the hours of works and other measures to mitigate the impact of construction on the amenity of the area. The hours of deliveries associated with construction activity should work around the core school hours at nearby schools; and
n) Any other measures to mitigate the impact of construction upon the amenity of the area and the function and safety of the highway network;
o) Communication procedures with the LBL and local community regarding key construction issues – newsletters, fliers etc.; and
p) Established environmental monitoring and control measures with respect to:
   - Air Quality;
   - Noise and Vibration;
   - Water;
   - Fuel and Chemicals;
   - Waste Management;
   - Worksite Housekeeping;
   - Electricity and Lighting;
   - Traffic Management and Site Access;
   - Operations Likely to Result in Disturbance;
   - Site Layout Arrangements with respect to temporary works, plans for storage, accommodation, vehicular movement, delivery and access;
   - Materials;
   - Contaminated Land;
   - Ecology;
   - Vermin Control;
   - Public Relations – procedures ensuring that communication is maintained with the LBL and the community and also provisions for affected parties to register complaints and a means of replying to these complaints;
   - An overview of environmental incidents;
   - A description of relevant documentation and records;
   - Environmental inspections and reviews; and
   - Housekeeping and general site management, materials storage and handling, waste management, recycling and disposal.

Evidence of and details related to consultation with local residents on the CEMP to be submitted shall be included within the submission. The construction shall thereafter be carried out in accordance with the details and measures approved in the CEMP for the related phase, unless the written consent of the Local Planning Authority is received for any variation, or approval by the Local Authority under S.61 of the Control of Pollution Act 1974.

Reason: This is required prior to construction to avoid hazard and obstruction being caused to users of the public highway and to safeguard residential amenity during the whole of the construction period. (Policies T6 and Q2 of the Lambeth Local Plan, adopted September 2015).
5. **Archaeology – Building D**
   a. Building D shall not be commenced (other than site setup and/or hoardings) until a programme of archaeological evaluation site work have been secured in accordance with a Written Scheme of Investigation which has been submitted and approved by the local planning authority in writing and a report on that evaluation has been submitted to and approved by the local planning authority in writing.

   b. The programme of archaeological investigation shall be undertaken in accordance with the approved Written Scheme of Investigation.

   c. Any archaeological mitigation shall be undertaken in accordance with the approved Written Scheme of Investigation.

   d. The site investigation and post-investigation assessment will be completed prior to one year post the completion date of the development as defined by the borough building regulation officer, in accordance with the programme set out in the Written Scheme of Investigation approved under Part (a), and the provision for analysis, publication via the Battersea Channel Project report and dissemination of the non-Battersea Channel Project archaeological results and archive deposition has been secured.

   Reason: Heritage assets of archaeological interest may survive on the site. The planning authority wishes to secure the provision of appropriate archaeological investigation, including the publication of results, in accordance with Section 12 of the NPPF.

6. No development shall 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.

7. If, during development, contamination not previously identified is found to be present at the site then no further development in that area (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until the developer has submitted, and obtained written approval from the Local Planning Authority for, a remediation strategy detailing how this unsuspected contamination shall be dealt with. The remediation strategy shall be implemented as approved, verified and reported to the satisfaction of the Local Planning Authority.

   Reason: There is always the potential for unexpected contamination to be identified during development groundworks. We should be consulted should any contamination be identified that could present an unacceptable risk to controlled waters.

8. The development permitted by this planning permission shall only be carried out in accordance with the approved Flood Risk Assessment (FRA) by Mott MacDonald (dated 06 October 2015 with reference 333592/WUD/WAM/01/3) and FRA addendum by Mott MacDonald (dated 15 December 2015) and the following mitigation measure within the FRA and FRA addendum:
- finished floor levels for ‘more vulnerable’ residential accommodation should be set no lower than 19.43 metres above Ordnance Datum (AOD) (Section 3 and so on).

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

Reason: To reduce the risk of flooding to the development and occupants, in line with the London Borough of Lambeth’s Local Plan (Policy EN5) and so on.

9. No non-road mobile machinery (NRMM) shall be used on the site unless it is compliant with the NRMM Low Emission Zone requirements (or any superseding requirements) and until it has been registered for use on the site on the NRMM register (or any superseding register).

Reason: To ensure that air quality is not adversely affected by the development in line with London Plan policy 7.14 and the Mayor’s SPG: The Control of Dust and Emissions During Construction and Demolition.

Design

10. Notwithstanding the details shown on the drawings hereby approved, Buildings A, B or C or above ground works at Building D shall not commence until drawings showing all external construction detailing of all development have been submitted to and approved by the Local Planning Authority in writing, unless otherwise agreed in writing by the Local Planning Authority. The drawings shall include details of:

   a) windows (including any frosting), fin projections, cills, reveals and doors;
   b) wall vents;
   c) copings, parapets, soffits and upstands;
   d) roof structure (including decorative features)
   e) rain water goods;
   f) balconies/terrace balustrades (including soffits and railings);
   g) canopies;
   h) lighting of communal spaces and buildings;
   i) building signage;
   j) mail boxes;
   k) screens, gates and other means of enclosure;
   l) shop fascias and signage; and
   m) shop security.

The details set out above shall be provided at 1:10 scale (including sections) or at another scale agreed by the Local Planning Authority. The development shall not be carried out otherwise than in accordance with the details and drawings thus approved.

Reason: To ensure that the external appearance of the building is satisfactory and does not detract from the character and visual amenity of the area. (Policies Q6, Q7, Q8 and Q25 of the Lambeth Local Plan, adopted September 2015)

11. Notwithstanding the details shown on the drawings hereby approved, Buildings A, B or C or above ground works at Building D shall not commence sample panels of all external materials shall be submitted to or provided on site for inspection by a council officer and approved in writing by the Local Planning Authority, unless otherwise agreed in writing by the Local Planning Authority.
12. No plumbing or pipes, other than rainwater pipes, shall be fixed to the external faces of buildings.
   
   Reason: To ensure an appropriate standard of design (Policies Q6, Q8 and PN2 of the Lambeth Local Plan, adopted September 2015).

13. Prior to the use of any Class A1/A3/A4 units, the window glass of each shop front shall be clear glass and shall not be mirrored, tinted or otherwise obscured. The development shall be permanently maintained in this form unless otherwise approved in writing by the Local Planning Authority. No external security roller shutters or roller blinds shall be attached to the shop fronts hereby permitted, without planning permission having first been granted by the Council.
   
   Reason: In order to prevent visual clutter, and to ensure a satisfactory external appearance to the design of the building. (Policies Q6 and Q8 of the Lambeth Local Plan, adopted September 2015)

14. Notwithstanding details shown on the approved plans, for each phase involving the provision of children’s play space, no residential unit shall be occupied until full details of the children’s play space provisions have been submitted to and approved in writing by the local planning authority and the development has been implemented in accordance with the approved details.
   

15. Prior to the first occupation of the development, a Crime Prevention Strategy including a Security Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The submitted details will include the following:
   
   a) A summary of known crime risks in the area;
   b) Details of how the development, including any landscaping and public art installations, has mitigated known crime risks in the area;
   c) Details of management of the potential conflicts created by having a number of differing uses within the same development, including the station, commercial and residential buildings and the associated public realm/streets within the development; and
   d) Detail of how the development seeks to achieve 'Secured by Design Standards', including details of blast resistant measures for glazing, a CCTV scheme (where appropriate), external security, street lighting and landscaping.

   The use shall thereafter be operated in accordance with the approved details, unless the written consent of the Local Planning Authority is received for any variation.

   Reason: To ensure that the development maintains and enhances community safety. (Policy Q3 of the Lambeth Local Plan, adopted September 2015).
16. At least ten per cent of the residential units (32) hereby permitted shall be constructed to comply with Part M4(3) of the Building Regulations. Any communal areas and accesses serving the M4(3) compliant Wheelchair User Dwellings should also comply with Part M4(3). All other residential units, communal areas and accesses hereby permitted shall be constructed to comply with Part M4(2) of the Building Regulations.

Reason: To secure appropriate access for disabled people, older people and others with mobility constraints (policies 3.8 of the London Plan (2015) and Q1 of the London Borough of Lambeth Local Plan (2015) and the guidance in the London Plan Housing SPG (2012)).

Landscaping and Public Realm

17. Buildings A, B and C or above ground level Building D shall not commence until a Soft and Hard Landscaping Scheme has been submitted to and approved in writing by the Local Planning Authority. All tree, shrub and hedge planting included shall accord with BS3936:1992, BS4043:1989 and BS4428:1989 (or subsequent superseding equivalent) and current Arboricultural best practice. The submitted details shall demonstrate the following:

a) The treatment of all parts of the site not covered by buildings including walls and boundary features;
b) The treatment of the communal residential roof terraces;
c) The quantity, size, species, position and the proposed time of planting of all trees and shrubs to be planted including details of appropriate infrastructure to support long-term tree survival;
d) An indication of how all trees and shrubs will integrate with the proposal in the long term with regard to their mature size and anticipated routine maintenance and protection;
e) Specification of which shrubs and hedges to be planted that are intended to achieve a significant size and presence in the landscape;
f) All hard landscaping including all ground surfaces, seating, refuse disposal points, cycle parking facilities, bollards, vehicle crossovers/access points, any ramps or stairs plus wheelchair access (including how the needs of all ambulant and disabled persons have been taken into consideration in respect of the shared surface area) together with finished ground levels and site wide topographical levels; and
g) A lighting strategy for all public areas.

The approved Landscaping Scheme shall be carried out in accordance with the approved details within 6 months of the date of occupation of the over station development and maintained thereafter, unless the written consent of the Local Planning Authority is received for any variation.

Reason: In order to introduce high quality soft landscaping in and around the site in the interests of the ecological value of the site and to ensure a satisfactory landscaping of the site in the interests of visual amenity (Policies EN4, Q6, Q9 and Q10 of the Lambeth Local Plan, adopted September 2015).

18. No occupation shall take place in respect of Building D until full details of the green or brown roof for that building has been submitted to and approved in writing by the Local Planning Authority. The submitted details shall demonstrate the following:

a) Details on materials used in the design, construction and installation of the green or brown roof based on the Green Roof Code and the use of biodiversity based extensive/semi-intensive soils;
b) Details on substrate and plants used in the green or brown roof, based on a commercial brick-based aggregate or equivalent with a varied substrate depth of 80-150mm planted with 50% locally native herbs/wildflowers in addition to a variety of sedum species;

c) Details on additional features to the proposed green or brown roof, such as areas of bare shingle, areas of sand for burrowing invertebrates and individual logs or log piles.

d) An ecological management and maintenance plan including landscape features and a cross section of the green or brown roof.

e) Details of how the roof is compliant with GRO Green Roof Code 2011.

The development shall be carried out strictly in accordance with the details approved, shall be maintained as such thereafter and no alterations to the approved scheme shall be permitted without the prior written consent of the Local Planning Authority. Evidence that the green or brown roof has been installed in accordance with the details above should be submitted to and approved by the Local Planning Authority prior to occupation.

Reason: To ensure that the development has an acceptable level of sustainability (Policies EN4 and Q9 of the Lambeth Local Plan, adopted September 2015).

19. Any trees, shrubs or hedges included in the landscaping scheme for the development hereby permitted that die, are removed, become seriously damaged or diseased, within five years of planting, shall be replaced within six months of death, removal, damage or disease.

Reason: In order to ensure long term retention of the landscaping in and around the site in the interests of the ecological value of the site and in the interests of visual amenity (policies Q6, Q9 and Q10 of the London Borough of Lambeth Local Plan (2015)).

Transport and Servicing

20. Prior to the occupation of each building, a Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The measures approved in the Travel Plan shall be implemented prior to the use commencing and shall be so maintained for the duration of the use, unless the prior written approval of the Local Planning Authority is obtained to any variation.

Reason: To ensure that the travel arrangements to the site are appropriate and to limit the effects of the increase in travel movements (Policy 6.3 of the London Plan 2015 and Policies T1 and T6 of the Lambeth Local Plan, adopted September 2015).

21. Prior to the occupation of each building, details of the provision to be made for cycle parking shall be submitted to and approved in writing by the Local Planning Authority. The cycle parking shall thereafter be implemented in full in accordance with the approved details before the use commences and shall thereafter be retained solely for its designated use. The submitted details must demonstrate the following:

   a) The provision of 618 cycle parking spaces as shown in the approved plans; and
   b) Details showing dimensions of the proposed storage areas and spacing of the hoops/stands.

Reason: To ensure adequate cycle parking is available on site and to promote sustainable modes of transport. (Policies T1, T3 and T6 of the Lambeth Local Plan, adopted September 2015).
22. Prior to the occupation of each building, a Delivery and Servicing Management Plan for that building shall be submitted to and approved in writing by the Local Planning Authority. Thereafter all deliveries and servicing to/from the relevant part of the development shall only occur in accordance with the approved Delivery and Service Management Plan, unless the written consent of the Local Planning Authority is received for any variation.

Reason: To minimise danger, obstruction, and inconvenience to users of the highway (Policies T6 and T8 of the Lambeth Local Plan, adopted September 2015).

23. Prior to occupation of the development, full details of a car parking management strategy for the management of parking within the development, shall be submitted to and approved by the Local Planning Authority in consultation with Transport for London. In particular the strategy should include details of how the proposed vehicular ramp will be managed, secured and operated to avoid vehicle conflict. The provision of car parking shall thereafter be managed solely in accordance with the approved details.

Reason: To ensure that the car parking within the site is managed appropriately to limit the effects of the increase in travel movements and minimise danger, obstruction, and inconvenience to users of the highway (Policy 6.13 of the London Plan 2015 and Policies T1 and T6 of the Lambeth Local Plan, adopted September 2015).

24. Prior to the occupation of the development hereby permitted, a Waste Management Strategy shall be submitted to and approved in writing by the local planning authority. The proposed uses hereby permitted shall thereafter be operated in accordance with the approved Waste Management Strategy. The Waste Management Strategy will align with the guide for architects and developers on waste and recycling storage and collection requirements as set out in the Council’s Refuse & Recycling Storage Design Guide (2013).

Reason: To ensure suitable provision for the occupiers of the development, to encourage the sustainable management of waste and to safeguard the visual amenities of the area (policies Q2 and Q12 of the London Borough of Lambeth Local Plan (2015)).

Sustainability and Noise

25. Prior to commencement of works above podium level (Buildings A, B or C) a vibration scoping report shall be submitted to and approved in writing by the Local Planning Authority. The scoping report shall detail the cost and the benefits of the options available to isolate the building from rail traffic and shall identify the best practical means to isolate the building from the contiguous Nine Elms underground station.

As a minimum the scheme shall ensure that exposure to vibration is limited to the criteria detailed in section 5.4.14 of Mott McDonald Noise and Vibration Assessment report reference 333592/EM04/HWA/ENV/N&V/5 dated October 2015. The options appraisal shall also identify an external specialist in noise and vibration assessment, the mechanism and the timetable by which they will validate and approve any detailed design proposals submitted to the Local Planning Authority.

Prior to construction or the letting of any contract in relation to design of the approved measures a scheme of works and a detailed design specification for isolation of the building hereby approved shall be developed and submitted for approval by the external specialist on behalf of the Local Planning Authority.
Reason: To ensure that no nuisance or disturbance is caused to the detriment of the amenities of future occupiers (Policies H5 and Q2 of the Lambeth Local Plan, adopted September 2015).

26. Buildings A, B and C or above ground level Building D shall not commence until full details of internal and external plant equipment and trunking for that building, including the building services plant, ventilation and filtration equipment, and exhaust ducting / ventilation, have been submitted to and approved in writing by the Local Planning Authority. The details should demonstrate that the selection of equipment and materials will minimise impact on the residential amenity of adjoining occupiers and future residents. 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 and remain operational for the duration of the use.

Reason: To ensure that the external appearance of the building is satisfactory and does not detract from the character and visual amenity of the area and to ensure that no nuisance or disturbance is caused to the detriment of the amenities of adjoining and future residents, or of the area generally. (Policies ED7, Q2, Q6, Q7 and Q8 of the Lambeth Local Plan, adopted September 2015).

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

Reason: To ensure that no nuisance or disturbance is caused to the detriment of the amenities of future occupiers (Policies H5 and Q2 of the Lambeth Local Plan, adopted September 2015).

28. Buildings A, B and C or above ground level Building D shall not commence until full details of sound insulation for the residential units which shall show how the building has been designed to meet the following standards, have been submitted to and approved in writing by the Local Planning Authority:

a) for living rooms, 35 dB(A) L\text{Aeq 16 hour} between 0700 and 2300 hours;
b) for bedrooms, 30 dB(A) L\text{Aeq 8 hour} between 2300 and 0700 hours; and
c) 45 dB(A) max for any individual noise event (measured with F time weighting) between 2300 and 0700 hrs.

The development shall be carried out in accordance with the approved details.

Reason: The information is required before commencing above ground works to ensure that no nuisance or disturbance is caused to the detriment of the amenities of future occupiers (Policy H5 and Q2 of the Lambeth Local Plan, adopted September 2015).

29. Prior to the occupation of the commercial units, all party walls and the ceiling/floors between residential and non-residential uses shall be soundproofed and insulated to the satisfaction of the Local Planning Authority, and thereafter be retained for the duration of the use, so as to prevent fumes, smell and noise permeating into adjoining accommodation.

Reason: To ensure that no nuisance or disturbance is caused to the detriment of the amenities of future occupiers (Policies H5 and Q2 of the Lambeth Local Plan, adopted September 2015).
30. Noise from the non-residential uses shall not exceed the background noise level when L90 (15 minutes) measured every hour outside the window of the nearest noise sensitive or residential premises, between the hours of 9am and 23 hours, other than when ‘events’ are taking place in Pascal Square, provided such events have obtained the appropriate licences from the Local Authority.

Reason: To safeguard the amenities of future residential occupiers and the surrounding area (Policies H5, ED7 and Q2 of the Lambeth Local Plan, adopted September 2015).

31. Prior to the commencement of Buildings A, B or C, a scheme of measures to ensure noise levels in all communal amenity spaces of each relevant Building do not exceed 55dBLAEQ(16 hour) shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of post construction validation. Thereafter the development shall be carried out in accordance with the approved details and a separate validation report shall be submitted to and approved in writing by the Local Planning Authority prior to first occupation.

Reason: To ensure that no nuisance or disturbance is caused to the detriment of the amenities of future occupiers (Policies H5 and Q2 of the Lambeth Local Plan, adopted September 2015).

32. For each building, prior to first occupation, evidence (this can be in the form of a design stage Code for Sustainable Homes certificate and summary score sheet) must be submitted to the Local Planning Authority and approved in writing that the internal water consumption of the Development will not exceed 105 l/p/day in line with The Water Efficiency Calculator for new dwellings from the Department of Communities and Local Government.

Reason: to reduce the consumption of potable water in the home from all sources, including borehole well water, through the use of water efficient fittings, appliances and water recycling systems. (Policy EN4 of the Lambeth Local Plan, adopted September 2015).

33. Within three months of work starting on the relevant building (Building D or the separate retail unit) a BREEAM Design Stage Certificate and summary score sheet (or such equivalent standard that replaces this) for the commercial units must be submitted to and approved in writing by the Local Planning Authority to show that an ‘Excellent’ rating will be achieved.

Reason: To ensure that the development has an acceptable level of sustainability (Policy EN4 of the Lambeth Local Plan, adopted September 2015).

34. Within three months of occupation of the commercial units BREEAM Post Construction Review certificate and summary score sheet (or such equivalent standard that replaces this) for the commercial units must be submitted to and approved in writing by the Local Planning Authority to show that an Excellent rating has been achieved.

Reason: To ensure that the development has an acceptable level of sustainability (Policy EN4 of the Lambeth Local Plan, adopted September 2015).

35. Prior to first occupation of the development a scheme showing the siting, size, number and design of the photovoltaic array including cross sections of the roof of each building showing the panels in-situ shall be submitted to and approved in writing by the Local Planning Authority. The equipment shall be sited so as to minimise its visual impact upon the external appearance of the buildings. The development shall thereafter be completed in strict
accordance with the approved details and permanently retained as such for the duration of use.

Reason: To ensure that the development has an acceptable level of sustainability (Policy EN4 of the Lambeth Local Plan, adopted September 2015)

Site Management

36. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (Amendment) (No.2) (England) Order 2008 (or any Order revoking or re-enacting that Order with or without modification), no aerials, antennae, satellite dishes or related telecommunications equipment shall be erected on any part of the development hereby permitted, without planning permission first being granted.

Reason: to ensure that the visual impact of telecommunication equipment upon the surrounding area can be considered. (Policies 7.6 and 7.8 of the London Plan 2015 and Policies T10, Q6 and Q22 of the Lambeth Local Plan, adopted September 2015).

37. The hours of opening of the 'A Class' Uses shall be submitted to and approved in writing by the Local Planning Authority in advance of the commencement of use of the relevant commercial units. Thereafter the 'A Class' Uses shall not operate other than within the opening and closing hours agreed.

Reason: To ensure that the use operates in a satisfactory manner and does not unduly disturb adjoining occupiers or prejudice local amenity generally. (Policy 7.15 of the London Plan 2015 and Policy Q2 of the Lambeth Local Plan, adopted September 2015).
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. You are advised that this consent is without prejudice to any rights which may be enjoyed by any tenants/occupiers of the premises.

3. 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.

4. Your attention is drawn to Sections 4 and 7 of the Chronically Sick and Disabled Persons Act 1970 and the Code of Practice for Access for the Disabled to Buildings (B.S. 5810:1979) regarding the provision of means of access, parking facilities and sanitary conveniences for the needs of persons visiting, using or employed at the building or premises who are disabled.

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

6. You are advised that this permission does not authorise the display of advertisements at the premises and separate consent may be required from the Local Planning Authority under the Town and Country Planning (Control of Advertisements) Regulations 1992.

7. As soon as building work starts on the development, you must contact the Street Naming and Numbering Officer if you need to do the following:
   1. name a new street
   2. name a new or existing building
   3. apply new street numbers to a new or existing building

   This will ensure that any changes are agreed with Lambeth Council before use, in accordance with the London Buildings Acts (Amendment) Act 1939 and the Local Government Act 1985. Although it is not essential, we also advise you to contact the Street Naming and Numbering Officer before applying new names or numbers to internal flats or units. Contact details are listed below.

   Street Naming and Numbering Officer
   e-mail: streetnn@lambeth.gov.uk
   tel: 020 7926 2283
   fax: 020 7926 9104

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

9. You are advised of the necessity to consult the Council’s Highways team prior to the commencement of construction on 020 7926 9000 in order to obtain necessary approvals and licences prior to undertaking any works within the Public Highway including Scaffolding, Temporary/Permanent Crossovers, Oversailing/Undersailing of the Highway, Drainage/Sewer Connections, Hoarding, Excavations (including adjacent to the highway such as basements, etc), Temporary Full/Part Road Closures, Craneage Licences etc.
10. It is current Council policy for the Council's contractor to construct new vehicular accesses and to reinstate the footway across redundant accesses. The developer is to contact the Council's Highways team on 020 7926 9000, prior to the commencement of construction, to arrange for any such work to be done. If the developer wishes to undertake this work the Council will require a deposit and the developer will need to cover all the Council's costs (including supervision of the works). If the works are of a significant nature, a Section 278 Agreement (Highways Act 1980) will be required and the works must be carried out to the Council's specification.

11. Historic England - Archaeology

A - Written schemes of investigation will need to be prepared and implemented by a suitably qualified archaeological practice in accordance with Historic England Greater London Archaeology guidelines. The document must be approved by the planning authority before any on-site development related activity occurs.

B and C - It is anticipated that a series of stages of archaeological site work will be required with the former informing the nature and scope of the latter.

D - The Battersea Channel Project is defined by the Historic England over-arching brief supported 10 June 2014.

12. Thames Water

Surface Water Drainage - With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0800 009 3921. Reason - to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.

Waste - The surface water drainage strategy for this development should follow policy 5.13 of the London Plan. Typically Greenfield run off rates of 5l/s should be aimed for using the drainage hierarchy. The hierarchy lists the preference for surface water disposal as follows; Store Rainwater for later use > Use infiltration techniques, such as porous surfaces in non-clay areas > Attenuate rainwater in ponds or open water features for gradual release > Discharge rainwater direct to a watercourse > Discharge rainwater to a surface water sewer/drain > Discharge rainwater to the combined sewer. The Developer should provide evidence to demonstrate if a surface water runoff rate of 5l/s is not practicable to achieve.

13. Network Rail

The developer/applicant must ensure that their proposal, both during construction and after completion of works on site, does not:

- encroach onto Network Rail land
- affect the safety, operation or integrity of the company's railway and its infrastructure
- undermine its support zone
- damage the company’s infrastructure
- place additional load on cuttings
- adversely affect any railway land or structure
- over-sail or encroach upon the air-space of any Network Rail land
I give below my comments and requirements for the safe operation of the railway and the protection of Network Rail's adjoining land.

Future maintenance
The development must ensure that any future maintenance can be conducted solely on the applicant’s land. The applicant must ensure that any construction and any subsequent maintenance can be carried out to any proposed buildings or structures without adversely affecting the safety of, or encroaching upon Network Rail’s adjacent land and air-space, and therefore all/any building should be situated at least 2 metres (3m for overhead lines and third rail) from Network Rail’s boundary. The reason for the 2m (3m for overhead lines and third rail) stand off requirement is to allow for construction and future maintenance of a building and without requirement for access to the operational railway environment which may not necessarily be granted or if granted subject to railway site safety requirements and special provisions with all associated railway costs charged to the applicant. Any less than 2m (3m for overhead lines and third rail) and there is a strong possibility that the applicant (and any future resident) will need to utilise Network Rail land and air-space to facilitate works. The applicant / resident would need to receive approval for such works from the Network Rail Asset Protection Engineer, the applicant / resident would need to submit the request at least 20 weeks before any works were due to commence on site and they would be liable for all costs (e.g. all possession costs, all site safety costs, all asset protection presence costs). However, Network Rail is not required to grant permission for any third party access to its land. No structure/building should be built hard-against Network Rail's boundary as in this case there is an even higher probability of access to Network Rail land being required to undertake any construction / maintenance works. Equally any structure/building erected hard against the boundary with Network Rail will impact adversely upon our maintenance teams’ ability to maintain our boundary fencing and boundary treatments.

Scaffolding
Any scaffold which is to be constructed within 10 metres of the railway boundary fence must be erected in such a manner that at no time will any poles over-sail the railway and protective netting around such scaffold must be installed. The applicant/applicant’s contractor must consider if they can undertake the works and associated scaffold/access for working at height within the footprint of their property boundary.

Lighting
Any lighting associated with the development (including vehicle lights) must not interfere with the sighting of signalling apparatus and/or train drivers vision on approaching trains. The location and colour of lights must not give rise to the potential for confusion with the signalling arrangements on the railway. The developers should obtain Network Rail’s Asset Protection Engineer’s approval of their detailed proposals regarding lighting.

As the site is adjacent to Network Rail’s operational railway infrastructure, Network Rail strongly recommends the developer contacts AssetProtectionKent@networkrail.co.uk prior to any works commencing on site, and also to agree an Asset Protection Agreement with us to enable approval of detailed works. More information can also be obtained from our website at www.networkrail.co.uk/aspx/1538.aspx.
14. Environment Agency

Flood risk
We note that the site is located in Flood Zone 3 which is defined as having a ‘high probability’ of river and sea flooding by the ‘flood risk and coastal change’ section of the national Planning Practice Guidance (PPG) (Table 1: flood zones of the flood zone and flood risk tables – Paragraph 065, Reference ID 7-065-20140306). We further note that the site is within an area benefiting from the River Thames tidal flood defences.

Upon reviewing our updated tidal River Thames flood modelling, we note that the site lies within the currently modelled areas at risk of residual flooding, assuming a breach in, or overtopping of, the flood defences at given locations, as acknowledged within the submitted FRA (Sections 4.1.5.1, 4.1.5.2, 5 and so on). We also note that the uses within the proposed development – including offices, retail uses and residential accommodation – would be classified from ‘less vulnerable’ to ‘more vulnerable’ respectively, according to the ‘flood risk and coastal change’ section of the national PPG (Table 2: flood risk vulnerability classification of the flood zone and flood risk tables – Paragraph 066, Reference ID 7-066-20140306).

Please note that there may be other sources of flooding which affect this site – such as surface water, groundwater and sewer flooding – which are not within our direct remit, but nevertheless could be important considerations for managing flood risk for the proposed development. Indeed, consideration of other sources of flooding may be necessary to inform suitable mitigation measures to reduce the impact of any such flooding. Under the Flood & Water Management Act 2010, the Lead Local Flood Authority (LLFA) has the lead role in such flooding matters.

Flood mitigation measures
We would like to take this opportunity to highlight that the London Borough of Lambeth’s Local Plan states that “all development in Flood Zones 2, 3a and 3b … or identified as at risk of flooding from other sources, should contribute positively to actively reducing flood risk through avoidance, reduction, management and mitigation” (Policy EN5). We strongly recommend that ‘more vulnerable’ residential accommodation, particularly sleeping accommodation, is located at the first floor level and above or, if the former approach is absolutely not possible, at a minimum of 300mm above the 1 in 200 year flood level. Our recommendation is supported by the London Borough of Lambeth’s Strategic Flood Risk Assessment (SFRA) which states that “finished floor levels of all residential accommodation should be raised above the residual flood level occurring on the site in defended areas” (Section 17.2). Accordingly, we are pleased to note that all ‘more vulnerable’ residential accommodation will be located above the ground floor level within the proposed development, as stated within the submitted FRA (Section 3). We also note that only ‘less vulnerable’ offices and retail uses will now be located within building D of the proposed development, as indicated within the amendments to the description of the planning application itself and as confirmed within the submitted FRA addendum (Section 3).

However, we further note that the finished ground floor levels within the proposed development – which comprise ‘less vulnerable’ uses – would be situated below the modelled 1 in 200 year flood level, as acknowledged within the submitted FRA (Sections 4.1.5.1, 4.1.5.2, 5 and so on).

We also note that the development proposals incorporate a lower ground floor (basement) level within buildings A, B and C, comprising vehicular parking, as stated within the submitted FRA (Sections 3, 4.1.7 and 5). We recommend that any vehicular access ramps are designed to have a crest which is situated 300mm above the 1 in 200 year flood level, wherever possible, in order to protect the area from inundation in the case of a flood event.
Please be aware that, in a flood warning situation where residents utilise any such vehicular parking, they may attempt to vacate their car, if possible, which could place people at risk. We prefer that lower ground floor (basement) levels are not incorporated within developments within areas at risk of flooding. Our preference is supported by the London Borough of Lambeth’s SFRA which states that: “the borough has a presumption against the location of any new basements … as such these would not be permitted in any areas at risk of flooding” (Sections 17.1 and 17.2). We note that, if lower ground floor (basement) levels are deemed acceptable, the London Borough of Lambeth’s Local Plan states that:

- “basement proposals … shall incorporate appropriate mitigation measures to ensure the development is safe from all forms of flooding and does not increase flood risk elsewhere” (Policy EN5);
- “development classed as ‘highly vulnerable’ [within Flood Zone 3a] will not be permitted by the council;
- self contained basements and bedrooms in basements will not be permitted in the tidal residual risk zone or where they are at risk from other sources of flooding;
- all basements [within Flood Zone 3a] … must:
  - have free and open access and escape routes to a higher floor above the 1 in 200 year water level in tidal areas onsite and 1 in 100 year plus climate change flood water level in areas affected by river/fluvial flooding;
  - include raised thresholds above the above the 1 in 200 year water level in tidal areas onsite and 1 in 100 year plus climate change flood water level in areas affected by river/fluvial flooding;
  - adopt resilient design techniques and be flood resistant” (Annex 5).

We strongly recommend that flood resistant and resilient measures are incorporated in to the design and construction of the development proposals, where practical considerations allow, using guidance contained within the Department for Communities and Local Government (DCLG) document ‘Improving the flood performance of new buildings: flood resilient construction’.

We advise that the owners, operators and occupants of the development register with our Floodline Warnings Direct service, in order that they may prepare themselves and any users or other occupants in the case of a flood event. We recommend that a flood response plan (or flood warning and evacuation plan) is prepared and submitted to the Local Planning Authority for approval, as referred to within the submitted FRA (Sections 4.1.6, 4.1.7 and 5). Ultimately, the Local Authority’s Emergency Planning department should be satisfied that any emergency procedures are appropriate and achievable.

Groundwater and land contamination
We note that the site is located over a Secondary Aquifer and within a groundwater Source Protection Zone (SPZ2). However, we do not consider these development proposals to be high risk, therefore, on this occasion, we will not be providing detailed site-specific comments with regards to contamination issues for this site. Nevertheless, we would appreciate being informed if contamination is subsequently identified that poses a significant risk to controlled waters. Moreover, if soil and/or groundwater contamination may exist at the site, the developer should address the associated risks to controlled waters by following the requirements of the:

- National Planning Policy Framework (NPPF);
- Environment Agency’s ‘guiding principles for land contamination’;
• risk management framework provided in the Environment Agency’s document
• ‘Model procedures for the management of land contamination (CLR11)’;

Please note that all investigations of land potentially affected by contamination should be carried out by, or under the direction of, a suitably qualified competent person and in accordance with British Standard (BS) 10175 (2011): code of practice for the investigation of potentially contaminated sites. We would normally expect the competent person to be a chartered member of an appropriate body – such as the Institution of Civil Engineers (ICE), Geological Society of London, Royal Institution of Chartered Surveyors (RICS), Institute of Environmental Management and Assessment (IEMA) and so on – and also have relevant experience of investigating contaminated sites. Furthermore, the Specialist in Land Condition (SiLC) qualification provides an accredited status for those responsible for signing off land condition records (LCRs).

Informative – waste on site
Developers and/or operators should refer to the Contaminated Land: Applications In Real Environments (CL:AIRE) document ‘Definition of waste: development code of practice’ (version 2) which provides a framework for determining whether or not excavated material arising from site during remediation and/or land development works are waste or have ceased to be waste.

Under said code of practice:

• excavated materials that are recovered via a treatment operation can be reused on site providing they are treated to a standard such they are fit for purpose and unlikely to cause pollution;
• treated materials can be transferred between sites as part of a ‘hub and cluster’ project;
• some naturally occurring clean material can be directly transferred between sites.

Developers should ensure that all contaminated materials are adequately characterised, both chemically and physically, and that the permitting status of any proposed operations are clear. If in doubt, please contact the Environment Agency on 03708 506 506 or email enquiries@environment-agency.gov.uk for advice at an early stage, in order to avoid any delays.

Informative – waste to be taken off site
Contaminated soil that is, or must be, disposed of is waste, therefore its handling, transport and disposal is subject to waste management legislation including:

• Duty of Care Regulations 1991;
• Hazardous Waste (England & Wales) Regulations 2005;
• Environmental Permitting (England & Wales) Regulations 2010;

Developers should ensure that all contaminated materials are adequately characterised, both chemically and physically, in line with BS EN 14899 (2005): characterisation of waste; sampling of waste materials; framework for the preparation and application of a sampling plan and that the permitting status of any proposed treatment or disposal activity is clear. If in doubt, please contact the Environment Agency for advice at an early stage, in order to
avoid delays and to discuss the issues likely to be raised. Applicants should be aware that any permit may not be granted. Please visit the relevant section of the national government website for further environmental permitting guidance.

Please note that, if the total quantity of waste material to be produced or taken off site is hazardous waste, and is 500 kilograms (kg) or greater in any 12 month period, the developer will need to register with the Environment Agency as a hazardous waste producer.