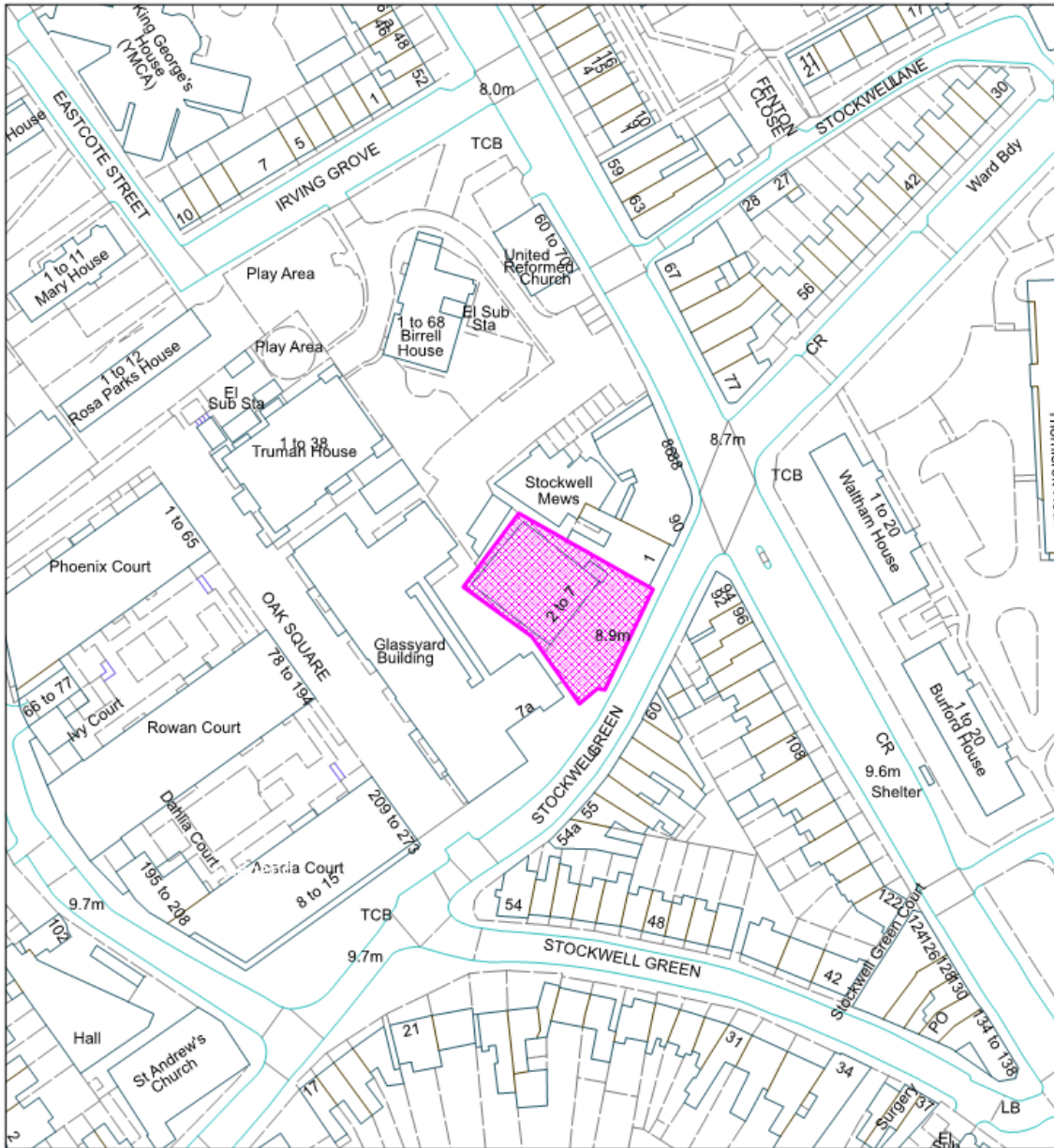


Case Number:	16/02035/FUL
Application Address:	2 - 7 Stockwell Green - SW9 9JF



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L.B. Lambeth LA 100019338

<b>ADDRESS:</b>	2-7 Stockwell Green, London, SW9 9JF	
<b>Application Number: 16/02035/FUL</b>	<b>Case Officer:</b> Panyun Chow	
<b>Ward:</b> Larkhall	<b>Date Received:</b> 01/04/2016	
<p><b>Proposal:</b> Demolition of the existing building and erection of a part 2, part 3, part 4 including a lower ground floor and part 6 storey building to provide a mixed development scheme comprising of 129sqm retail floorspace (A1 Class Use) at ground floor and 24 residential units comprising of 10 x 1 bed, 10 x 2 beds and 4 x 3 beds across the development and associated landscaping.</p>		
<p>Drawing numbers: 0000-GA Rev. 01, 0010-GA Rev. 01, 0100-GA Rev. 01, 0101-GA Rev. 01, 0120-GA Rev. 01, 0121-GA Rev. 01, 0130-GA Rev. 01, 0131-GA Rev. 01, 0132-GA Rev. 01, 0133-GA Rev. 01, 0150-GA Rev. 01, 0170-GA Rev. 01, 0171-GA Rev. 01, 0180-GA Rev. 01, 0181-GA Rev. 01, 0182-GA Rev. 01, 0183-GA Rev. 01, 0200 Rev. 08, 0201 Rev. 03, 0202 Rev. 02, 0203 Rev. 02, 0204 Rev. 02, 0205 Rev. 02, 0206 Rev. 01, 0210 Rev. 04, 0300-GA Rev. 03, 0301-GA Rev. 03, 0302-GA Rev. 04, 0303-GA Rev. 03, 0304-GA Rev. 04, 0400-GA Rev. 05, 0401-GA Rev. 04, 0402GA Rev. 01, 0403-GA Rev. 02, and 0404-GA Rev. 01.</p>		
<p><b>Documents:</b> Design and Access Statement prepared by pH+ Architects (updated 22.5.2017), Planning Statement (updated May 2017), Updated Transport Statement prepared by Ardent (May 2017), Framework Travel Plan prepared by Ardent, Energy Strategy prepared by Metropolis Green (14/01/2016), Updated Energy Strategy Addendum prepared by Metropolis Green (8.5.2017), Updated Sustainability Statement prepared by Metropolis Green (10.5.2017), Updated Flood Risk Statement and Sustainable Drainage Strategy prepared by Ardent (May 2017), Daylight and Sunlight Assessment prepared by eb7 dated 27.1.2016, Updated Air Quality Impact Assessment prepared by Ardent (May 2017), Archaeological Assessment prepared by CgMs (February 2016), Statement of Community Involvement prepared by Snapdragon Consulting</p>		
<p><b>RECOMMENDATION:</b></p> <ol style="list-style-type: none"> <li>1. <b>Grant conditional planning permission subject to the satisfactory completion of a Section 106 Agreement.</b></li> <li>2. <b>Agree to delegate authority of the Director of Planning, Development and Transport to:</b> <ul style="list-style-type: none"> <li>- <b>Finalise the recommended conditions as set out in this report; and</b></li> <li>- <b>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.</b></li> </ul> </li> <li>3. <b>That if the Section 106 Agreement is not signed within 4 months of this committee the Director of Planning, Development and Transport be given delegated powers to consider refusing the application in the absence of a legal agreement.</b></li> <li>4. <b>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 Section 106 Agreement in order to meet the requirements of the Planning Inspector.</b></li> </ol>		
<b>Application Type:</b> Full Planning Permission		
<b>Applicant:</b> Walbury Estates Ltd	<b>Agent:</b> Miss D Thomson Savills, 33 Margaret Street London W1G 0JD	

## SITE DESIGNATIONS

<b>Relevant site designations:</b>
Opposite (CA42) Stockwell Green Conservation Area
Isolated Shop
Adjoining site no. 1 Stockwell Green Grade II Listed Building

## LAND USE DETAILS

Site area	0.9 hectares
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### NON-RESIDENTIAL

Use class	Description	Existing floorspace (GEA)	Proposed floorspace (GEA)
A1	Retail	475	129

### RESIDENTIAL

	Residential Type	No. of bedrooms per unit				
		1	2	3	4	5+
Proposed	Market flats	10	10	4		

## **EXECUTIVE SUMMARY**

The proposal seeks demolition of the existing single storey retail warehouse building and redevelopment of the site for the erection of a part 2, 3, 4 and 6 storey building with a new retail unit (Class A1) (129sqm) at ground floor and 24 residential units (10 x 1 bed, 10 x 2 beds and 4 x 3 beds).. The proposal would be car free and include associated refuse, recycling and cycling storage on site.

Block A would be 6 storeys in height and would be located on the south-west corner of the site (adjoining property Glassyard building to the west). Block B would be 2 storeys in height along the street front adjacent to the Grade II Listed Building to the east of the site, with a raised parapet to line through with Husdon House.

Block C would rise to 4 storeys in height (with basement accommodation) and would be located to the rear of the site, completing the gradual step in building heights across the site. The proposal would bridge the gap between the built forms of the Glassyard Building and Hudson House.

The principle of the redevelopment of the site to provide a mixed use commercial and residential development is considered acceptable. The proposal would re-provide an albeit smaller retail unit that would secure the long-term employment/commercial use of the site. The proposal optimises the re-development potential of the site by introducing housing on the site thereby building upon the existing mix of uses that characterise the area.

The independently assessed viability appraisal of the proposal demonstrates that the delivery of affordable housing on-site is unviable based on current values. A small surplus is achieved and a £38K payment in lieu of affordable housing would be secured, along with relevant review mechanisms. Although the scheme does not include any on site affordable housing units, it would nevertheless make a positive contribution in terms of securing new housing to meet the different needs of the Borough's residents including family sized dwellings.

The new building is considered to be of a well conceived modern design, which would replace an existing warehouse type building that is of no architectural or townscape significance.

The proposal would not prejudice the amenity of neighbouring occupiers in Stockwell Green in relation to levels of natural light, privacy and outlook because of its appropriate height, massing and design. The development is car-free and future occupiers would not be eligible to apply for car parking permits for commercial and residential. As such the development would not harm conditions of on-street parking or impede the free flow of traffic on Stockwell Green or endanger highway safety.

Officers therefore consider the proposals to be in accordance with the development plan and recommend approval subject to conditions and completion of a Section 106 Agreement.

## OFFICERS REPORT

**Reason for referral to PAC: This application is required to be reported to the Planning Applications Committee in accordance with (1)(ii) of the Committee's terms of reference as the application is classed as a major application, and would provide more than 10 residential units.**

### 1 SITE AND SURROUNDINGS

- 1.1 The site is located on the northern side of Stockwell Green, which is sited within Larkhall ward. The site covers an area of approximately 0.09 hectares, and comprises a single storey retail warehouse (Class A1 use) building which currently occupied by Plumbase. The retail unit provides a total of 475sqm retail floorspace at mezzanine and ground floor levels. The site also includes a hard surfaced area to the east of the site fronting Stockwell Green, which is in use for parking, deliveries and servicing associated with the retail use of the building. An officer site visit showed that the existing building is currently occupied and in use.



**Fig. 1: Overview of existing site**

- 1.2 The site is located between Glassyard Building (7A Stockwell Green) to the south west and no.1 Stockwell Green to the north east of the site. Glassyard Building is a newly built part five, part seven and part eight storey building providing student and residential accommodation and commercial units at ground floor level. No.1 Stockwell Green (circa 1848) is an attractive grade II listed building built in Jacobean style as an educational institute. Standing at two storeys in height, no.1 has a symmetrical red brick façade formed of three bays with stucco dressings and yellow stock brick returns. To the rear of no. 2-7 lies Birrell House an eighteen storey late 20<sup>th</sup> Century residential tower block. To the south of the site, on the southern side of Stockwell Green is nos. 54a to 60, a three-storey terrace that lies within the Stockwell Green Conservation Area.





**Fig. 2: Photograph of existing site.**



**Fig. 3: View of existing site from Stockwell Green looking west.**

- 1.3 Stockwell Green is a small but dense collection of properties bounded by Stockwell Road, Landor Road and Combermere Road. Stockwell Green itself is a slightly curving road fronted by early-mid 19th Century houses. Much of the rest of the area has slightly later development, including St Andrew's Church, Landor Road. Stockwell Green Conservation Area (CA42) covers most of Stockwell Green and lies directly opposite the site, to the south and southwest. There are a significant number of statutory listed buildings on Stockwell Green, within the Conservation Area grouped together along the southern side of Stockwell Green, which would not be affected by the development.

- 1.4 The site does not lie within a designated shopping parade but is considered to be an isolated retail unit. The application site is not located within a Conservation Area and is not Listed, however, as set out above, the adjoining property at no. 1 Stockwell Green is a Grade II Listed Building and the site lies opposite the Stockwell Green Conservation Area (southern side of Stockwell Green).
- 1.5 The application site is location within Stockwell 'S' Controlled Parking Zone and has a PTAL rating of 6a, which provides 'EXCELLENT' public transport provision. The site is situated just off of the Transport for London Road Network (TLRN) in Stockwell Road, which is approximately 20m east of the development site.

## **2 Planning History**

- 2.1 10 January 1978 - Conditional planning permission granted for the erection of a single storey rear extension to the light industrial building at 2 - 7 Stockwell Green, the erection of a front boundary wall, railings and gates.
- 2.2 16 October 1978 - Formation of a means of vehicular access for 2 - 7 Stockwell Green, the erection of gates and a means of enclosure.
- 2.3 08/00474/FUL Planning permission was refused on 28 April 2008 for the demolition of existing A1 building and the erection of setback courtyard mews development comprising 8 residential units (8 x 4 bedroom units) and 2 office units, with the provision of car parking, cycle and refuse storage.

The application was refused for the following reasons:

- 1 The proposal fails to make provision for affordable housing on a site that is capable of providing 10 or more units contrary to Policy 16 of the adopted Unitary Development Plan (2007).
- 2 The proposed development by reason of its design, height, scale, massing, footprint, fenestration and use of materials would appear bulky and of poor design quality from all angles within the streetscene and overbearing when viewed from neighbouring properties both inside and outside of the property. In addition, the building would be out of keeping with the scale of development, character and grain of this stretch of Stockwell Green/Landor Road and would detract from the setting of the adjacent Stockwell Green Conservation Area and Grade II listed Hudson House. As such the proposal is contrary to Policies 31, 32, 33, 38, 39, 45 and 47 of the Adopted Unitary Development Plan (2007).
- 3 The proposed front and rear blocks, by reason of their height and inadequate separation, would be overbearing and overdominant on the residential occupiers of each, resulting in an unacceptable sense of enclosure. The proposal also has the potential to adversely impact upon daylight and sunlight of the occupiers of the rear blocks. The applicant has failed to provide a daylight/sunlight study, and to take into account the proposal currently under construction on the adjacent site. As such, the proposal would have a detrimental impact upon occupiers living conditions of future occupiers and is thereby contrary to Policies 15, 33 and 38 of the Adopted Unitary Development Plan (2007).
- 4 The applicant has failed to demonstrate that the commercial units within the development will be adequately serviced without causing an obstruction to the highway in

close proximity to a traffic light controlled junction. The development is therefore contrary to Policies 9 and 14 of the Adopted Unitary Development Plan (2007).

5 The proposed development, by virtue of the external access staircase to gain access to the properties would not be conducive to effective occupation of family sized units by larger households who would require an easier form of access commensurate with specific family needs. The development is therefore contrary to policies 8, 15 and 33 of the Adopted Unitary Development Plan (2008).

2.4 08/03128/FUL Planning permission was granted on 10 October 2008 for the demolition of existing A1 building and the erection of 3 storey setback courtyard mews development comprising 8 residential units (8 x 4 bedroom units) and 2 office units, with the provision of car parking, cycle and refuse storage.

2.5 09/00093/FUL Variation of condition 10 was granted on 9 March 2009 (Closure of existing access) of Planning Permission ref 08/03128/FUL (Demolition of existing A1 building and the erection of 3 storey setback courtyard mews development comprising 8 residential units (8 x 4 bedroom units) and 2 office units, with the provision of car parking, cycle and refuse storage) granted on 10.10.2008.

Variation to read 'within two months of the new/altered access being brought into use all other existing access points not incorporated in the development hereby permitted shall be stopped up raising the existing dropped kerb and reinstating the footway verge and highway boundary to the same line, level and detail as the adjoining footway verge and highway boundary.

2.6 11/02551/FUL Application for a new planning permission was granted on 4 October 2011 to replace an extant planning permission in order to extend the time limit for implementation of planning permission ref: 08/03128/FUL (Demolition of existing A1 building and the erection of 3 storey setback courtyard mews development comprising 8 residential units (8 x 4 bedroom units) and 2 office units, with the provision of car parking, cycle and refuse storage) granted on: 10.10.2008. This permission has not been implemented on site and has lapsed.

2.7 Adjoining site - Former Bottling Plant, but now known as Glassyard Building

11/02200/FUL planning permission granted on 7 October 2011 for the demolition of the existing building. Redevelopment of site to provide a mix use development involving employment office space (Use Class B1), 328 bedrooms for student accommodation (Sui Generis) and 38 self-contained residential flats (Use Class C3). Erection of two buildings on the site, consisting of one 6-storey building plus part basement (residential flats) and one part 8, part 7, part 5 storey building plus basement (student accommodation and employment office space), together with lift overrun. Provision of refuse, recycling and cycle storage facilities along with landscaping of the existing site and associated private amenity space for the residential units). These works have been implemented on site.

### **3 Proposal**

3.1 The proposed development seeks demolition of the existing building and erection of a part 2, part 3, part 4 (including a lower ground floor) and part 6 storey building to provide a mixed development scheme comprising of, 129sqm A1 retail floor space at ground floor and 24 residential units (comprising of 10 x 1 bed, 10 x 2 beds and 4 x 3 beds) across the development and associated landscaping.



- 3.2 Block A would be 6 storeys in height and located on the south-west corner of the site (adjoining Glassyard building to the west). Block B would be 2 storeys in height along the street front adjacent to the Grade II Listed Building to the east of the site with a raised parapet (designed to look like an additional storey) to line through with Hudson House. This gives the appearance of a three storey building accommodating a landscaped terrace area behind the raised parapet, which would be visible from street level through large openings in the façade. A new retail unit would re-provide 129sqm A1 retail floor space at ground floor level within Block B (facing onto Stockwell Green).



**Fig. 4: West facing Birdseye view of Blocks A and B from the front (facing onto Stockwell Green) and Block C to the rear.**

- 3.3 Block C would rise to 4 storeys in height (plus basement accommodation) and would be located to the rear of the site, completing the gradual step in building heights across the site, bridging the gap between the built forms of the Glassyard Building and Hudson House. The basement would comprise the lower level of the proposed duplex apartments, with private garden areas to the rear. Residents would also be able to access the cycle store at the rear of the site via the basement.



**Fig. 5: Overview of the site to the rear.**

- 3.4 The proposed materials comprise—predominantly buff brick façades, cast Portland stone, metal cladding, decorative backlit panels and powder coated metal framed windows, doors and railings.
- 3.5 Access to the main building would be from a single entrance from Stockwell Green. Windows at ground floor level would provide interest and animation to the street frontage. There would be no vehicular access to the site and no parking for motor vehicles on site. The existing vehicular crossover is removed and the footway would be reinstated, to provide pedestrian access via Stockwell Green. A total of 50 cycle parking spaces would be provided on site. 26 cycle parking spaces are provided to the rear of the site (double stacking system). A further 24 cycle spaces in the form of Sheffield stands, which includes 10 visitors cycle spaces, is provided at the west of the site with access from Stockwell Green. A communal refuse store area is provided for all new dwellings on the ground floor of the building with access to residents from the internal courtyard. This would be accessible for the collection of refuse from main road, off Stockwell Green.
- 3.6 Three communal amenity spaces are proposed; the first on the roof of Block B measuring approximately 100sqm, which includes the 30sqm of children’s play space. The second communal space is on the roof of Block C measuring approximately 192sqm. The third communal space would be approximately 100sqm and sited to the rear courtyard of Block B at ground floor level (sited between Block B and C). As such, a total of 365sqm of communal amenity space (including 30sqm play space) is provided on-site. Each unit would have access to a private amenity space in the form of a balcony or terrace or private garden space ranging from 5sqm to 68sqm (approximately total of 316sqm of private amenity space on site).

- 3.7 The applicant has indicated that the ground floor A1 retail unit would create 6 to 9 jobs. The proposed hours of operation would be 8.00am to 23.00pm Mondays to Sundays including Bank Holidays.

*Amendments during the application:*

- 3.8 Since the application was received, the following changes have been made to the scheme, reflected above:
- The number of dwellings and dwelling mix has changed from 25 residential units comprising of 10 x 1 bed, 11 x 2 beds and 4 x 3 beds to 24 residential units comprising of 10 x 1 bed, 10 x 2 beds and 4 x 3 beds across the development.
  - Uplift from 61sqm to 129sqm of A1 retail floor space has been introduced at ground floor level along with a new shopfront façade (facing onto Stockwell Green).
  - 30sqm of children's playspace has been introduced into the scheme.

## **4. CONSULTATIONS**

### **4.1 Statutory Consultees**

4.2 Transport for London raised no objections to the scheme subject to conditions for the following:

- Secure car free scheme;
- Car club membership;
- Cycling parking.

4.3 Historic England have recommended that an archaeological condition and an informative be added to the decision, as the site is adjoining a heritage asset of archaeological interest.

4.4 Thames Water for development planning raised no objections to the above application site subject to conditions. If planning permission is granted informatives would be imposed to advised the applicant that they will need to contact Thames Water for separate written approval to the proposed surface water drainage.

### **4.5 Other Consultees**

4.6 The Council's Transport Officer has raised no in principle objections subject to conditions.

4.7 The Council's Urban Design Officer has raised no objection to the proposed scheme in terms of scale, mass and appearance of the proposal. However, some concerns were raised relating to the ground floor units and landscaping. The metal-railed gates have since been replaced with double main entrance door openings to the commercial and residential units. The proposed residential unit at ground floor level has been replaced with retail unit. As such, previous concerns have been address and no further objections are raised subject to conditions.

4.8 The Council's Tree Officer has raised no in principle objections subject to conditions.

4.9 The Council's Crime Prevention officer has raised no in principle objections subject to conditions.

4.10 The Council's Housing team has no objections subject to a Section 106 agreement securing the agreed payment in Lieu of affordable housing off site.

4.11 The Council's Flood risk officer has no objections to the scheme subject to conditions.

4.12 The Council's Streetcare officer previously provided no response to this application. The Council's Streetcare team was re-consulted on the proposal, and stated that the refuse and recycling condition cannot be supported. However, it should be noted that current application is for a full planning permission and not to discharge a condition.

4.13 No further responses/comments have been received at the time of writing.

**4.14 Adjoining owners/occupiers**

- 4.15 The occupiers of neighbouring properties were notified of this application in accordance with statutory requirements and the Councils Statement of Community Involvement (Adopted September 2015).
- 4.16 Site notices were displayed within the vicinity of the site 11 May 2016 and 2 September 2016 and a press notice was published in the Lambeth Weekender on 29 April 2016.
- 4.17 One letter of objection was received during the three consultant periods (6 April 2016; 11<sup>th</sup> August 2016; and 1<sup>st</sup> June 2017) resulting from the amendments to the scheme, as set out in Section 3 of this report. objection summary of comments received and the officer’s response are provided in the table below:

Comment	Officer Response
This proposal will reduce the number and variety of small and specialist businesses in the borough. It will also involve a loss in jobs, which may not be compensated for by the intended retail provision.	It is consider that the revised uplift of 129sqm retail floorspace to be provided at ground floor level is acceptable. Please refer to paragraphs 6.1 to 6.17 for full assessment.
The residential element will add to demand for already saturated public services such as GP surgeries and schools. It will reduce business rate income which is intended to be used for the provision of public health services, services for which there would be increased demand if the residential proposal is implemented.	Any resultant reduction in business rates is not considered to be planning material consideration. The application would be liable to make a financial payment under the Community Infrastructure Levy to help fund wider public infrastructure requirements as a result of new development. It should be acknowledged that proposed mixed use scheme would provide more housing and job opportunity to the residents within the borough.
There are also major local issues about car use and car parking. The proposal seems to have no provision for off-street car parking.	The Council’s Highways support the proposed car free scheme subject conditions. Please refer to paragraphs 9.1.1 to 9.1.14 for full assessment.

## 5 POLICIES

- 5.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires planning decisions to be made in accordance with the development plan unless material considerations indicate otherwise.
- 5.2 The development plan in Lambeth is the London Plan 2016 and the Lambeth Local Plan 2015.
- 5.3 The National Planning Policy Framework was published in 2012. This document sets out the Government's planning policies for England including the presumption in favour of sustainable development and is a material consideration in the determination of all applications.
- 5.4 The current planning application has been considered against all relevant national, regional and local planning policies as well as 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 (as amended by the Minor Alterations to the London Plan (2016)
- |             |  |
|-------------|--|
| Policy 3.1  | Ensuring Equal Life Chances For All  |
| Policy 3.3  | Optimising Housing Potential   |
| Policy 3.4  | Optimizing 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 3.11 | Affordable Housing Targets   |
| Policy 3.12 | Negotiating Affordable Housing on individual private residential and mixed use schemes |
| Policy 5.1  | Climate Change Mitigation  |
| Policy 5.2  | Minimising Carbon Dioxide Emission   |
| Policy 5.3  | Sustainable Design and Construction  |
| Policy 5.6  | Decentralised Energy Networks  |
| Policy 5.7  | Renewable Energy   |
| Policy 5.9  | Overheating and Cooling  |
| Policy 5.12 | Flood Risk Management  |
| Policy 5.13 | Sustainable Drainage   |
| Policy 5.15 | Water Use and Supplies   |
| Policy 5.17 | Waste Capacity   |
| Policy 6.1  | Strategic Approach   |
| Policy 6.3  | Assessing Effects of Development on Transport Capacity                                 |
| Policy 6.9  | Cycling  |
| Policy 6.10 | Walking  |
| 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 7.6	Architecture
Policy 7.8	Heritage Assets and Archaeology
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 & Promoting Appropriate Soundscapes
Policy 8.2	Planning obligations
Policy 8.3	Community Infrastructure Levy

#### 5.6 The Lambeth Local Plan (2015)

Policy D1	Delivery and monitoring;
Policy D2	Presumption in favour of sustainable development;
Policy D4	Planning Obligations;
Policy H1	Maximising housing growth;
Policy H2	Delivering affordable housing;
Policy H4	Housing mix in new developments;
Policy H5	Housing standards;
Policy ED10	Local centres and dispersed shops
Policy ED14	Employment and training;
Policy T1	Sustainable travel;
Policy T3	Cycling;
Policy T6	Assessing impacts of development on transport capacity and Infrastructure
Policy T7	Parking;
Policy T8	Servicing;
Policy EN1	Open space and biodiversity;
Policy EN3	Decentralised energy
Policy EN4	Sustainable design and construction;
Policy EN5	Flood Risk;
Policy EN6	Sustainable drainage systems and water management;
Policy Q1	Inclusive environments;
Policy Q2	Amenity;
Policy Q3	Community Safety;
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 Q11	Building alterations and extensions
Policy Q12	Refuse/Recycling
Policy Q13	Cycle Storage
Policy Q20	Statutory listed buildings.
Policy Q22	Conservation Areas;
Policy PN6	Stockwell

#### 5.7 Supplementary Planning Documents (SPD):

##### **Lambeth**

##### **Draft** Development Viability SPD

Advertising & Signage Guidance  
Parking Survey Guidance Notes  
Refuse & Recycling Storage Design Guide  
Waste Storage and Collection Requirements - Technical Specification  
Air Quality Planning Guidance Notes

**Mayor of London**

Affordable Housing & Viability (August 2016)  
Housing (March 2016)  
Central Activities Zone (March 2016)  
Social Infrastructure (May 2015)  
Accessible London: Achieving an Inclusive Environment (October 2014)  
The control of dust and emissions during construction and demolition (July 2014)  
Town Centres (July 2014)  
Character and Context (June 2014)  
Sustainable Design and Construction (April 2014)  
London View Management Framework (March 2012)

## 6 PLANNING ASSESSMENT

### Land Use

#### 6.1 Demolition and loss of existing Retail A1 unit (Plumbase)

6.1.1 The site is currently a retail use (Class A1) used as a Plumbing store. The site has associated parking and servicing on the forecourt fronting Stockwell Green. As set out above, the site is not vacant and is currently in use. The existing retail unit provides a total of 475sqm retail floorspace at mezzanine and ground floor levels. The current A1 retail use, active since 2008, is not located within a designated shopping frontage, and is considered an isolated shop within Stockwell Green. The applicant has proposed a mixed-use development scheme comprising of 129sqm of A1 retail space at ground floor with a residential scheme (C3 use class) comprising of 24 dwelling units. This results in a net loss of 346sq.m of retail floorspace.

6.1.2 Policy ED6 is not considered relevant in this case as the existing retail use is located outside of a designated town centre. However, Policy ED10(a) states that the council will support and protect the role of local shops [outside of town centres] in meeting the day to day needs of communities. Active-frontage uses, and particularly retail (A1) uses, will be encouraged and protected.

6.1.3 Policy ED10(d) states that the loss of dispersed local shops (A class uses) outside of local centres will only be supported where:

(i) the premises have been actively marketed over a continuous period of at least one year for alternative A or D class use compatible with the location, and it has not been possible to secure an occupier; and

(ii) there is a town centre or accessible provision of essential daily goods within reasonable walking distance (within 400m).

6.1.4 Planning Policy raised concerns on the grounds that (upon submission of the application) only 61sqm (12.8%) of active retail frontage space would be re-provided on site. The applicant has since increased this provision to 129sq.m, equating to 27% of the existing floorspace. The submitted design statement indicates that the applicant has sought estate agency advice concerning the provision of retail floorspace since acquiring the site in October 2014. This advice suggested that there is limited demand for such floorspace in this location and therefore could not support a like-for-like re-provision of A1 retail floorspace on site (475sqm). The existing use remains occupied and therefore no formal marketing has been undertaken by the applicant to corroborate this advice. It is understood that the applicant is working with the existing tenant to relocate.

6.1.5 Officers consider that while there is a reduction in the level of retail floorspace proposed, the scheme does not result in a total loss of retail floorspace that would prevent the needs of the local community being met. In addition, two earlier planning permissions granted in October 2008 and 2011 (refs. 08/03128/FUL and 11/02551/FUL) also proposed a total loss of retail floorspace to redevelop the site for residential purposes, albeit with provision 547sqm of B class office space alongside this. Furthermore, the new policies, as set out above are similar to related superseded policies in the UDP and Core Strategy and they do not introduce new objectives, which would not be met by this current planning application. Although, both permissions are now lapsed, the total loss of

retail floorspace has been accepted previously.

6.1.6 The proposed retail use also would result in an uplift in the number of jobs provided on site, though to be between 6 – 9 jobs (FTE). This reflects the fact that the existing retail/warehouse use has a lower employment yield.

6.1.7 Furthermore, and in terms of part (ii) of Policy ED10 (d), the site is within reasonable walking distance of two town centres – Brixton and Stockwell. Retail provision on Stockwell Road also continues to meet local needs. As such, an active frontage would be retained at ground floor level within the existing location, which would provide more employment within the area. Officers are therefore satisfied that Policy ED10(d) has been satisfied in this case.

## **6.2 Principle of the introduction of residential use**

6.2.1 The National Planning Policy Framework (NPPF) promotes the effective use of land by anticipating the re-use of land that has been previously developed, provided that it is not of high environmental value.

6.2.2 The proposed dwellings would also contribute to the objectives of Policy H1 (Maximising housing growth) of the Local Plan. This policy seeks to maximise the supply of additional homes in the borough to meet and exceed the annual housing target for Lambeth as set out in the London Plan for the period of the local development plan. The London Plan (2016) has set an annual monitoring target for Lambeth of 1,559 new homes (per year) with a minimum 10 year target of 15,594 new homes (2015-2025). The proposal would be a positive contributor to these housing targets.

6.2.3 Policy H1 of the Local Plan (iii) and London Plan Policy 3.4 seek to maximise the supply of additional homes in line with the London Plan's guidelines on density, having regard to the site characteristics in terms of design, local services and public transport, and neighbour amenity. In an area with PTAL rating 6a within an urban setting, given its proximity to Brixton Major Town Centre. Table 3.2 of the London Plan suggests that the appropriate density range for this scheme would be 70 - 260 units per hectare or 200 - 700 habitable rooms per hectare.

6.2.4 The scheme of 24 dwellings on a site of 0.9 ha generates a gross residential density of 267 units per hectare, which is towards the lower end of the density range set within the Local Plan. A higher density cannot be achieved because the site is constrained by the scale and nature of the surrounding buildings, which would not support a taller development and consequently a higher density development could not be accommodated on site whilst still complying with other planning policy constraints.

6.2.5 Therefore, in land use terms, the principle for the provision of 24 residential units is supported subject to the proposal being acceptable in terms of detailed housing policy requirements, impacts on the conservation area, residential amenity, transport impact, and sustainable design and construction.

### **6.3 Affordable housing:**

- 6.3.1 The NPPF defines affordable housing as 'Social rented, affordable rented and intermediate housing, provided to eligible households whose needs are not met by the market. Eligibility for affordable housing is determined having regard to local incomes and local house prices'.
- 6.3.2 Policy H2 of the Local Plan states that the Council "will seek the maximum reasonable amount affordable housing when negotiating on individual private residential and mixed use schemes. Affordable housing will be sought on all sites over 0.1 of a hectare or capable of providing 10 or more units with a financial contribution being sought towards the delivery of off-site affordable housing on sites providing fewer than 10 units.
- 6.3.3 This proposal, consisting of 24 new dwellings, is subject to providing a proportion of affordable housing consistent with the specific requirements of policy. The policy requirements are for at least 40% (50% with public subsidy) of units to be affordable with a tenure split of 70% social (affordable) rented and 30% intermediate (shared ownership) housing tenures. The affordable housing will be secured via s106 agreement in accordance with Policy D4 of the Local Plan.
- 6.3.4 If affordable housing provision is less than that specified above, an independently validated financial viability appraisal is required to justify the failure to meet the policy provisions. In this case, the proposal does not include any affordable housing provision on-site. In order to satisfy the requirements of policy, the applicant commissioned Savills to undertake a financial appraisal of the development proposal.
- 6.3.5 An updated Savills Planning Viability and Affordable Housing statements (both dated 22 May 2017) and further details in form of a development appraisal dated 20 July 2017 conclude that the proposed scheme cannot support any affordable housing, and remain viable. The Council's viability consultant BNP Paribas has independently reviewed the above documents and appraisal. Following a separate and independent of review of the applicant's construction costs undertaken by WT Partnership and other variables, including projected market housing revenue, commercial revenue and the existing value of the land, BNP Paribas have advised that the scheme cannot support any affordable housing "on the basis of current day values".
- 6.3.6 In the circumstances, BNP Paribas undertook a sensitivity analysis to illustrate the scheme's performance in the event of an increase in market housing revenue and, on the basis of a reduction in profit to 20% on value (instead of a 25% developer profit being used in the appraisal). The results of the sensitivity analysis demonstrate that assuming a 20% profit on value, a surplus of £38K would be achieved.
- 6.3.7 It is therefore recommended that the £38k payment in lieu of affordable housing on-site is secured through the section 106 agreement, with a requirement for a review mechanism to be carried out at the following points:
- If construction works (excluding demolition) have not commenced within 24 months of the date of the permission; and
  - At the sale of no more than 75% of the market units.

Any additional financial contribution arising (in-lieu of providing additional affordable housing on-site) from a review of viability would be capped to the policy requirement to provide 40% affordable housing, with any surplus profit split between the developer (20%) and the Council (80%).

## **7 Design and Conservation**

### **7.1 Development context and heritage**

7.1.1 Policy Q5 Local Distinctiveness stipulates that the local distinctiveness of Lambeth should be sustained and reinforced through new development. Proposals will be supported where it is shown that the design of development is a response to positive aspects of the local context and historic character in terms of: i) urban block and grain, patterns of space and relationship, townscape/landscape character; ii) built form (bulk, scale, height and massing) including roofscapes; iii) siting, orientation and layout and relationship with other buildings and spaces; iv) materials; and v) quality and architectural detailing (including fenestration and articulation).

7.1.2 Policy Q7 Urban Design: New Development states that new development will be supported if it is of quality; has a bulk and scale/mass, siting, building line and orientation, which preserves or enhances the prevailing local character. Policy Q5 relates to local distinctiveness and states that Lambeth's local distinctiveness should be sustained and reinforced through new development. Proposals will be supported if the design of a new development responds to positive aspects of the local context including urban block and grain; built form and roof-scapes; siting, orientation and layout; materials and; quality and architectural detailing.

#### **7.1.3 Heritage**

The proposed development is sited opposite a Conservation Area and adjacent to a Grade II Listed Building. As such, Policy Q22 (a) of the Local Plan (2015) considers that development proposals affecting conservation areas will be permitted where they preserve or enhance the character or appearance of conservation areas by i) respecting and reinforcing the established, positive characteristics of the area in terms of the building line, siting, design, height, forms, materials joinery, window detailing etc; (ii) protecting the setting (including views in and out of the area). In addition, Policy Q22 (b) (ii) supports development if a suitable replacement has been granted planning permission.

7.1.4 Policy Q20 of the Local Plan (2015) considers that development affecting listed buildings will be supported where it would: i) conserve and harm the significance/special interest; (ii) not harm the significance/setting (including views to and from; and (iii) not diminish its ability to remain viable in use in the long term.

7.1.5 Section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 states that when considering whether to grant planning permission for development which affects a listed building or its setting, the LPA shall have special regard to the desirability of preserving the building or its setting, or any features of special architectural or historic interest which it possesses. Section 72 of the Act contains similar requirements with respect to buildings or land in a conservation area. In this context, "preserving", means doing no harm. Paragraph 132 of the NPPF states 'when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation. The more



important the asset, the greater the weight should be. Significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting. As heritage assets are irreplaceable, any harm or loss should require clear and convincing justification...’ Paragraph 134 goes on to state ‘where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use.

7.1.6 Stockwell Green is a small but dense collection of properties bounded by Stockwell Road, Landor Road and Combermere Road. Stockwell Green itself is a slightly curving road fronted by early-mid 19th Century houses. Much of the rest of the area has slightly later development, including St Andrew’s Church, Landor Road. Stockwell Green Conservation Area (CA42) covers most of Stockwell Green and lies directly opposite the site, to the south and southwest. There are a significant number of statutory listed buildings within the Conservation Area grouped together along the southern side of Stockwell Green.

7.1.7 The existing single storey building currently occupying the site is set significantly back from the street creating a large and noticeable gap in the streetscene. The Urban Design Officer advises that the existing building does not positively contribute to the character of the streetscene. The existing building is considered to fail to respond to the prevailing building line and scale of buildings along the street. The existing building on site does not have any special architectural interest or heritage value that would warrant its retention and as such, officers have no objection to its demolition. It is also considered that the proposed replacement scheme would be acceptable in principle subject to complying with all other council policies, in terms of scale, mass and appearance and the preservation and enhancement of the adjacent Stockwell Green Conservation Area and adjoining Grade II Listed building (no.1 Stockwell Green).

7.1.8 Officers have considered the proposal in accordance within the legislative and policy context set out in the Planning (Listed Buildings and Conservation Areas) Act of 1990, the NPPF and local planning policy. In light of this assessment, officers do not consider that the proposal would cause ‘harm’ to the setting of the adjacent listed building or the conservation area and listed buildings on the opposite of the road (southern) as set out in the remainder of the Design and Conservation section in this report.

## **7.2 Footprint, Scale and Massing:**

### **7.2.1 General**

Block B has been designed to continue the building line established by Hudson House (two storeys, Grade II Listed Building) and Block A would continue the newer building line established by Glassyard building (8 Storeys). This would assist in providing a suitably balanced street frontage at the site, respecting the existing building lines, in context with the surrounding buildings on either side.

### **7.2.2 Block A and B**

Blocks A and B would form the frontage along Stockwell Green between No.1 Stockwell Green and Glassyard Building. Block B would stand at two storeys in height, however due to the full storey height of the brick frame parapet enclosing the roof top communal garden, Block B would be perceived as a three-storey building. Block B would be sited adjacent to No.1 Stockwell Green and at three storeys shares a similar

height to No.1; although Block B would sit below the parapet of No.1 and as such would not overwhelm or appear to dominate the listed building in views along Stockwell Green. Block B would continue the existing scale of development and building line along Stockwell Green, which would reinforce the existing terrace formed of nos.1 and 88 Stockwell Green. Strengthening the existing terrace and streetscene with a building of similar height is considered to be a positive aspect of the scheme. The top of the proposed brick frame enclosing the communal garden, would align with the cornice of No.1. This visual reference to the listed building would also help strengthen the proposals relationship with the listed building and the existing terrace.

7.2.3 Block A would stand at 6 storeys, attaching itself and continuing the frontage of Block B along Stockwell Green. The building line of Block A would then splay back towards the frontage and building line of Glassyard Building. Although taller than most buildings in the context, the scale of buildings close to the site are mixed; ranging between two and eighteen storeys in height. Moreover, there is a noticeable shift in scale on either side of the site; No.1 Stockwell Green stands at two storeys and Glassyard Building at eight storeys. Block A would be two storeys lower in height than Glassyard building and a large portion of its frontage would be set back from Stockwell Green. This would reduce the proposals impact on the street as well as responding positively to the building line of Glassyard Building.

7.2.4 Block A would be approximately 10m distance from No.1 Stockwell Green separated by Block B. This is considered to be a sufficient distance from the designated heritage asset so as not to overwhelm or appear dominant within the proposed views from Landor Road, as shown in figures 6 and 7 below (looking east towards the site). Although the proposal (Block B) would be seen in the background of and above the parapet of no.1, which is currently seen against clear sky in the view from Stockwell Road looking west towards the site; the proposed architecture and colour of Block B would not detract from the viewer's ability to appreciate the listed building, and the modest scale would not dominant the listed building. The improved architecture as a result of the proposal, would improve the setting of the listed building in terms of appearance and in reinforcing the streetscene.



**Fig. 6 Existing view from Landor Road looking east towards the site.**



**Fig. 7 Proposed view from Landor Road looking east towards the site.**

7.2.6 Furthermore, as set out above it also considered that blocks A and B would not impact on the character and appearance of the Stockwell Green Conservation Area (CA42), as lies directly opposite the site, to the south and southwest.

7.2.6 As such, both Block A and Block B would provide an appropriate transition in scale that would mediate effectively between Glassyard Building and No.1 Stockwell Green. Given this, it is considered that Block A and B, in design terms, are considered to be acceptable.

7.2.7 Block C

Block C is located at the rear of the site, with elevations looking over the central courtyard and the car park serving Birrell House. The ground floor and lower ground floor units of Block C would be accessed directly from the courtyard; whilst the upper floor units would be accessed via access decks served by Block A (lift and stair). Considering the scale of neighbouring development; Stockwell Mews and No 1 Stockwell Green (two and three storeys) and Glassyard Building standing at eight storeys. Block C standing at four storeys in height would not appear dominant in its setting or overwhelm neighbouring buildings. Its siting along the flank wall of No.1 Stockwell Green and set back from Stockwell Mews, ensures an acceptable relationship with Stockwell Mews. The scale of Block C is therefore considered to be acceptable.

7.2.8 Architectural Quality: Appearance and Materials

Policy Q8 of the Local Plan speaks to detailed design and seeks to ensure that proposed building designs and details are buildable and visually attractive. Policy Q5 of the Local Plan seeks to achieve visually interesting, well detailed/proportioned design. In Conservation Areas, it is the stated objective of Policy Q22 of the Local Plan to ensure that new development preserves or enhances the character or appearance of the area.

7.2.9 The proposal would have a contemporary appearance comprising brick elevations and generously sized window openings. Window openings would be offset within the elevation avoiding verticality and expressing the height of the building. This technique serves to reduce the visual mass of the building. The CGI views show that window openings would have a significant window reveal which will be essential to create depth within the elevations and to reduce the buildings visual mass.

7.2.10 The design aesthetic is simple with a restrained material palette of brick, Portland stone, metal windows and cladding as well as metal railings. Brick is used extensively in the surrounding context and is a key element of the area's character. The proposed use of brick within the scheme is considered an appropriate response to the surrounding context and would support local distinctiveness. Furthermore, the interesting and careful consideration of brick detailing, such as stacked projecting bricks adjacent to the fenestration, and hit and miss brickwork, add interest and texture to the elevations. The colour of bronze powder coated metal railings would work well with the light buff brickwork and Portland stone. The proposal is considered to be attractive and pleasing to the eye, and a welcomed addition to the streetscene.

7.2.11 Overall, it is considered that the proposed development is acceptable, due to its well detailed design in terms of architectural interest, bulk, scale/massing, siting, building lines and orientation. Furthermore, the proposed development would not harm the

character and appearance of the adjacent conservation area (Opposite (CA42) Stockwell Green Conservation Area) and the adjacent listed building. Therefore, the proposed development would comply with Policies Q5, Q6, Q7, Q8, Q11, Q20 and Q22 of the Local Plan (2015).

- 7.2.12 The Council's Urban design officer has supported the proposed development subject to conditions in requiring the submission of details of the external materials, boundary treatment; landscaping and public realm. If planning permission is granted, conditions would be imposed to ensure that these details are provided, in order to ensure that a robust scheme is brought forward.

### 7.3 STANDARD OF PROPOSED ACCOMODATION

#### 7.3.1 Dwelling Mix and Tenure

London Plan Policy 3.8 and Local Plan Policy H4 refers to housing mix in new developments, and states that the council will support proposals, which offer a range of dwelling sizes and types to meet current and future housing needs. It goes on to state that for affordable and market housing, a balanced mix of unit sizes, including family-sized accommodation, should be provided. The supporting text to this policy at paragraph 5.21 states that proposals are expected to demonstrate the provision of family –sized units (having three or more bedrooms) has been maximised. Officers consider that the Applicant's Planning Statement dated April 2016 demonstrates that the provision of family sized accommodation, has been maximised.

- 7.3.2 The market housing would provide the following mix of units:

	Residential Type	No. of bedrooms per unit		
		1	2	3
Proposed				
	Private Housing Blocks A, B, C,	10	10	4

- 7.3.3 A total of 24 private residential units are proposed. The dwelling mix includes 4 family sized units. The provision of larger units complies with the need to provide family accommodation. The Council's Housing officers were consulted on the proposed dwelling mix, and raised no objection, subject to securing the agreed off-site affordable housing contribution, as set out above.

- 7.3.4 The proposed mix reflects and responds to local and strategic housing need, which would contribute towards the creation of a mixed and balanced community in this area. The proposed dwelling mix is therefore consistent with Policy H4 of the Local Plan and Policy 3.8 of the London Plan.

#### 7.3.5 Living accommodation

Policy H5 of the Local Plan sets out the standards of housing expected in new-build dwellings including the need to provide adequate internal space for the intended number of occupiers. London Plan Policy 3.5 and Housing SPG (Standard 4.1.1.) sets the minimum for the adequate internal space. Table '3.3 Minimum space standards for new development' states that the requirement for 1 bedroom 2 person flat is 50sqm

(along with 1.5sqm built in storage space); for a 2 bedroom 3 persons flat is 61sqm (along with 2sqm built in storage space); and 74sqm for 3 bedroom 4 persons (along with 2.5sqm built in storage space).

- 7.3.6 In addition, Policy H5 of the Local Plan requires account to be taken of the size of habitable rooms and the internal layout of the units. Policy H5 a (iii) requires new residential schemes to provide dual aspect accommodation, unless exceptional circumstances are demonstrated. Policy Q2 relates to the standards of privacy, levels of outlook and overlooking, impacts on levels of daylight and sunlight within new dwellings and on neighbouring buildings as well as noise considerations having regard to internal layouts/orientation, distance between developments and noise attenuation measures.
- 7.3.7 The plans submitted indicates that the overall unit sizes and individual room sizes of the development would meet or exceed the prescribed standards set out in the London Plan. Furthermore, each unit has been designed to provide dual aspect accommodation. All habitable rooms would receive adequate daylight, sunlight and ventilation, which meet BRE guidelines. Each flat would have adequate storage and circulation space.
- 7.3.8 Policy H5 (a)(ii) expects new dwellings to be designed and built to Lifetime Homes standards. The requirements of this policy have been replaced by the new technical standards, which have been introduced by Government and came into force on the 1st October 2015. The new standards have been integrated into the Building Regulations and are known as Requirement M4 (2) (accessible and adaptable dwellings and/or M4 (3) (wheelchair user dwellings). The standards require at least 90% of the residential units to meet building regulation M4 (2) (accessible and adaptable dwellings) and 10% to be 'wheelchair user dwellings' as defined by building regulation Part M4 (3).
- 7.3.9 The scheme would include 3 (12%) wheel chair accessible units and therefore would meet this building regulations requirement. The scheme does meet the requirement that 90% of the units should be accessible and adaptable dwellings as all units are service by a lifted access. If planning permission is granted a condition would be imposed, in order to secure compliance with the new technical standards, as set out above.
- 7.3.10 External Amenity Space  
The requirements for amenity space provision for new residential developments are detailed in Policy H5 (b) of the Local Plan. This states that for new flatted developments, shared amenity space of at least 50sqm is required plus a further 10sqm per flat provided either as a balcony/terrace/private garden or consolidated within the shared amenity space. On this basis, the overall minimum outdoor amenity space requirement for this proposal would be 290sqm.
- 7.3.11 The design and access statement indicates that three communal amenity spaces are proposed, which includes children's play space; the first on the roof of Block B measuring approximately 100sqm (includes 30sqm of play space) and the second communal space is on the roof of Block C measuring approximately 192sqm. The third communal space would be approximately 100sqm and sited to the rear courtyard of Block B at ground floor level (sited between Block B and C). As such, a total of 392sqm of communal amenity space would be provided on-site. Each unit would have access to a private amenity space in the form of a balcony or terrace or rear garden



space ranging in area from 5sqm to 68sqm (approximately total of 316sqm of private amenity space on site). Therefore, a total of 708sqm external amenity space would be provided on-site, which would be in excess of the minimum outdoor amenity space by 418sqm. As such, the proposed development would meet the requirements of the H5 (b) of the Local Plan (2015).

#### 7.3.12 Children and Young Peoples Play Space

Policy H5 requires the provision of children's play space in developments of 10 or more units where at least one family sized unit is proposed. This is to be provided in accordance with the levels set out in the London Plan Supplementary Planning Guidance 'Shaping Neighbourhoods: Play and Informal Recreation' 2012. This level of play space provision required for the proposed development, is therefore 35.4sqm. The proposal would provide 30sqm of children's play space within the communal amenity area, as set out above.

7.3.13 There is a shortfall of 5.4sqm, however officers consider that this is acceptable, given that the family sized units within block C to the rear of the site (units R1, R3 and R4 at lower ground floor level) have all have gardens, which provide at least 30sqm of private amenity space for each unit. Therefore, on balance the proposed play space is considered acceptable.

### **8 Neighbour Amenity**

8.1 Policy Q2 of the Local Plan seeks to ensure that the new development does not unacceptably harm the amenity neighbouring occupiers in terms of daylight, sunlight, outlook, privacy and noise.

#### 8.1.1 Daylight and Sunlight

In support of the application, a daylight and sunlight report has been prepared by eb7 dated 27 January 2016, and forms part of the application. This quantitative assessment has been carried out using methodologies set out in BRE guide 'Site, Layout and Planning for Daylight and Sunlight (second addition edition).

8.1.2 The BRE has developed a series of tests for daylight and sunlight. The quality of daylight and sunlight within the neighbouring residential properties has been assessed using Vertical Sky Component (VSC), National Sunlight Component (NSC) and APSH assessment methods as recommended within the BRE guideline document, with internal daylight levels being assessed against BS8206. In terms of sunlight, BRE tests are only required where an existing building has a 'window wall' (a wall with a window serving a habitable room) within 90 degrees of due south. The test for sunlight is met if the window wall faces within 90 degrees of due south and no obstruction measured in the section perpendicular to the window wall, subtends an angle of more than 25 degrees from the horizontal. The sunlight test requires that the minimum level of sunlight received by affected windows should not be less than 25% of the annual probable sunlight hours, of which 5% should be in the winter months. The report concludes that daylight levels to the majority of neighbouring residential properties remain in excess of the BRE guideline tests. The report also acknowledges that this with the exception of nos. 59 (south) and 60 (north-west) Stockwell Green, who have the most direct view of the proposal. In this case, whilst individual windows are affected beyond the targets, the affected rooms are lit by multiple windows, which maximise the enjoyment of daylight.

- 8.1.3 The BRE guidelines sets recommended ADF levels for habitable room uses. These levels comprises of 1% for bedroom, 1.5% for a living room and 2% for a kitchen. The internal daylighting assessment demonstrates that over 90% of the habitable rooms within the proposal fully meet the BRE targets. It is acknowledged that there are two bedroom windows in R10 and R11 at second floor level (Block A) that do not fully meet the recommended 1% ADF level for a bedroom. Both bedrooms would measure 0.7% ADF level, which would express a shortfall of 0.3%, this figure is considered acceptable as all other habitable rooms would meet the Average Daylight Factor (ADF). The applicant has also carried out further assessment of the potential shading impacts, which demonstrates that over 50% of amenity spaces receives in excess of 2 hours sun, whilst the internal courtyard are partially enclosed, this is offset by the design of the amenity to the proposed roof terrace areas.
- 8.1.4 The report's interpretation of the BRE guidelines is considered acceptable. It is officers' consideration that the neighbouring properties either side of the application site along Stockwell Green would not suffer a noticeable loss of daylight, sunlight or overshadowing, as result of the proposed development.
- 8.1.5 Privacy/Overlooking, and Sense of Enclosure  
Block A, which would be 6 storeys in height. In context with the adjoining Glassyard building to the west, which stands at part five, part seven and part eight-storey. The proposed scheme has been designed to be all dual aspect layout, all windows (comprising of living/dining/kitchen room, bedroom and staircase/landing area on the side flank wall would be obscured glazed and retained a distance/gap of 3.4m between the application site and Glassyard building. As such, it is considered in officer's view that this part of the development would not create new amenity issues, as the proposed building lines do not project beyond the existing projections to the front or rear of these adjoining building.
- 8.1.6 It should be acknowledged that as result of the proposed development the proposed building line would be brought forward, but this would still be in line with adjoining properties to the west and east, as such it is considered that no new amenity issues to the opposite buildings at nos. 59 to 63 Stockwell Green.
- 8.1.7 Block B would be 2 storeys in height along the street level, which is adjacent to the Grade II Listed Building to the east of the site with a raised parapet to line through with Husdon House. This would be accommodated by a landscape terrace area beyond, which can be seen from street level and through large openings in the facing the façade. No windows are proposed to the side flank wall of block B, which would infill gap at two storeys in height, in line with adjoining building (Hudson House). As such, it considered that proposed Block B building would not create new amenity issues in terms of overlooking or loss of privacy, or sense of enclosure issues to the neighbouring properties. The proposed building lines also does not project beyond the existing projections to the front or rear of these adjoining building. No amenity issues would be raised to the rear of the building C facing onto Blocks A and B. This is because the proposed windows to the rear are not habitable windows (bathroom and landing/staircase windows also obscured glazed) and a gap of 6.8m retained between the blocks on site.
- 8.1.8 The rear of Block C faces onto single storey garage building (northern boundary), a gap of 10m would be retained. No windows are proposed on the side flank wall facing to the rear of Hudson House (east). Block C facing onto block B (two storeys), a gap of

6.8m in depth would be retained between the blocks. It is considered that this part of the proposal would not create any new amenity issues, as the building line along the balcony areas have been designed with suitable boundary and landscaping treatment, to prevent loss of privacy issues to future occupiers.

8.1.9 Noise and general disturbance

In assessing development proposals, local planning authorities are required to ensure that development does not cause unacceptable noise nuisance and/or general disturbance to existing residents.

- 8.1.10 The area surrounding the site is of a mixed commercial and residential nature. There is no evidence to suggest that the living conditions of existing residents in terms of noise and any disturbance would not be materially affected by the proposed mix of uses on the site. If planning permission is granted conditions would be imposed to control the hours of operation of the A1 unit and any mechanical plant that may be used in the operation of the A1 unit. This is to safeguard the future occupiers, and would accordance with Policy Q2 (vii) of the Local Plan (2015).

## 9 **Transport**

- 9.1 The NPPF seeks to promote sustainable transport by ensuring that new development which generates significant movements are located where the need to travel would be minimised and the use of sustainable modes can be maximised. This is echoed by Policies 6.1 and 6.3 of the London Plan, which also seeks to ensure that the impacts of development in transport capacity and the transport network are fully assessed.

- 9.1.1 Policies T3, T6, T7 and T8 of the Local Plan seek to ensure that proposals for development have a limited impact on the performance and safety of the highway network and that sufficient and appropriate car parking and cycle storage is provided whilst meeting objectives to encourage sustainable transport and to reduce dependence on the private car. If development would have an unacceptable transport impact, it should be refused in the absence of mitigation measures to make the development acceptable.

9.1.2 Accessibility

Transport for London have been consulted, and have raised no objections to the scheme in subject to conditions. The Council's Transport Officer welcomes the car-free nature of the development given its location in area with the site has a PTAL rating of 6A which equates to 'EXCELLENT' therefore the principle of intensification is accepted and in principle.

9.1.3 Access

The existing vehicular crossover would be removed and the access will be reinstated as footway. Pedestrians would be able to access the site via a new footway along Stockwell Green. Cyclists would be able to access the site's cycle storage via a secure gated access to the south of the site and via the main building. Refuse storage would be accessed by secure doors to the ground floor of the building, which would be no more than 10m from the kerbside of Stockwell Green.

9.1.4 Car Parking

The site is within Stockwell 'S' Controlled Parking Zone. Given the excellent PTAL reflects the fact that the site benefits from an excellent level of accessibility by non-car

transport modes this is considered acceptable and would be compliant to the aims of Policy T1 of the Local Plan. As such, the applicant would be requested to enter into s106 agreement to ensure that the new development is car permit free for the residential and commercial units. The applicant have indicated within their planning statement no objections to this forming part of the S106 agreement.

- 9.1.5 Policy T8 states that new development will be permitted only where adequate provision is made for servicing appropriate to the scale, form and location of the proposed development. Servicing is expected to be on-site unless it can be demonstrated that it can take place without affecting highway safety or traffic flows.
- 9.1.6 It is proposed that servicing and delivery vehicles will load/unload on-street by making use of the northern side of the Stockwell Green carriageway. Although the carriageway is subject to single yellow line parking restrictions, they permit loading throughout the day with a maximum stay of 40 minutes between 11:00 and 23:00. The highways officer has requested further details of the servicing and traffic movements generated by the proposed A class retail space. As such, if planning permission is granted a condition would be imposed for a delivery and servicing management plan. The Plan would set out measures to avoid danger, obstruction and inconvenience to users of the surrounding streets and limit the effects of the increase in travel movements within the locality as well as safeguarding public safety and the residential amenity of future occupiers and the amenity of the surrounding area in general.
- 9.1.7 The Council's highways officer has requested that two-disabled car parking bays are provided near the site. Each disabled car-parking bay would cost £10,000. Officers consider that this is an unnecessary requirement, as blue badge (disabled) parking can take place on surrounding streets in any case.
- 9.1.8 Cycle Parking and Refuse storage  
The transport statement indicates that a total of 50 cycle parking spaces would be provided on site. 26 cycle parking spaces are provided to the rear of the site (double stacking system). A further 24 cycle spaces in the form of Sheffield stands, which includes 10 visitors cycle spaces, are provided at the west of the site with access from Stockwell Green.
- 9.1.9 A Refuse and Recycling Strategy forms part of the submission and the principles are generally sound. However, a final Refuse and Recycling Strategy will be sought via condition to fully demonstrate that refuse and recycling can be managed within the development and on the surrounding highway.
- 9.1.10 Travel Plan  
A Travel Plan has been provided, outlining the travel plan measures, monitoring and action plan. Both TfL and the Council's highways officers are in support of the Travel Plan, which is considered a good standard, and that car club memberships should be included. This would be secured by financial contribution via the Section 106 agreement. It has been agreed by the applicant that Car Club membership would be provided to the first residents of the development for a period of up to three years.

- 9.1.11 Policy T8 (d) of the Local Plan requires planning applications be accompanied by a construction and logistics plan, demonstrating arrangements for construction traffic and how environmental, traffic and amenity impacts would be minimised. A Construction Management Plan would be secured as a condition of consent, detailing how the construction of the development would be managed including measures for mitigating construction vehicle movements and for ensuring minimal nuisance or disturbance is caused to the amenity of nearby residential occupiers and the area generally.
- 9.1.12 As set out above, it is considered that the proposed scheme would not have impact on the operation of this stretch of the highway for vehicles entering onto and existing off the Stockwell Green and TLRN (via A203 Stockwell Road). If planning permission is granted a club membership and car free scheme for the residential units and the retail unit would be secured via Section 106 agreement (set out above). Details of delivery and services on site, cycle parking arrangements, refuse storage provisions, method of construction statement and closure of existing vehicles access on site could be secured via conditions. Therefore, the proposed development would comply with Policies T3, T6, T7 and T8 of the Local Plan and the London Plan.

## **10 Refuse and Recycling**

- 10.1 Policy Q12 relates to refuse and recycling storage and requires arrangements for waste storage to be integrated into the design of a development from the outset to ensure that it is attractively designed and conveniently located for users and collection. In this case, separate refuse and recycling storage would be provided for the A1 retail unit and for the residential units. A communal refuse store area would be provided for all new dwellings and commercial unit on the ground floor of the building with access to future residents and the occupier of the A1 retail unit from the internal courtyard. This would be accessible for collection from the main road, off Stockwell Green.
- 10.2 The Council's Streetcare team was consulted on the proposal, and stated that the refuse and recycling condition cannot be supported. However, it should be noted that current application is for a full planning permission and not to discharge a condition. In terms of design and location the proposals for refuse/recycling storage would meet the Council's waste and recycling storage and collection requirements guidance document (October 2013). It acknowledged that the applicant has not provided details of capacity of each wheelie bin. If planning permission is granted a condition would be imposed for details of the refuse and recycling storage facilities including elevation and sections for the proposed residential units; and A1 retail unit on site.
- 10.3 As such, subject to the above conditions, set out above the proposals would comply with Policy Q12 of the Local Plan (2015).

## **11 Other planning issues**

- 11.1 Sustainability  
Policy EN4 (Sustainable design and construction) of the Local Plan requires all development to meet high standards of sustainable design and construction feasible, having regard to the scale, nature and form of the development proposal. Proposals should demonstrate in a supporting statement that these standards are integral to the design, construction and operation of the development. Non-residential developments are required to show how the development would meet the British Research Establishment Environmental Assessment Methodology (BREEAM) target credit rating

of at least “Excellent” through the implementation of the London Plan Energy Hierarchy of energy efficiency, decentralized energy and renewable energy technologies (London Plan Policy 5.2 refers).

- 11.2 The applicant submitted an Energy Statement drafted by Metropolis Green dated 14.1.2016, Energy Strategy Addendum dated 8.5.2017, amended Sustainability Statement dated 10.5.2017 and BREEAM UK New Construction 2014 Pre-Assessment (Retail Space). The development includes both passive and active measures including high fabric performance within the main building elements and high efficiency individual gas condensing boilers. Mechanical ventilation and heat recovery units will be provided in all residential units and the retail unit at ground floor level. 36 No. solar photovoltaic panels would be installed at roof level within Block A and a plant room would be provided at basement level within Block C to the rear of the site. The new-build major development, is therefore subject to meeting the 35% carbon dioxide (CO<sub>2</sub>) emissions reduction against a Building Regulations Part L (2013) baseline.
- 11.3 As part of the energy efficiency improvements, all passive and active measures expected to utilise the energy hierarchy in order to contribute to an overall site-wide reduction target of a 35% emissions reduction. The applicant has demonstrated a reduction of 40.09% in carbon dioxide emissions which exceeds the London Plan requirement of 35%. The Code for Sustainable Homes (CSH) is no longer in operation, therefore instead the applicant will be required to ensure that internal water usage for the dwellings does not exceed 105 litres/per person/per day (excluding an allowance of 5 litres for external water use). A condition to secure compliance with this aspect of sustainable design and construction is recommended.
- 11.4 The applicant has submitted a copy of the London Heat Map, which indicates there are no current or future planned decentralized energy networks in the vicinity of the site that the development could connect to. Given the size of the development, officers agree with the applicant that a CHP system would not be feasible and this supported by the Council’s Sustainable consultant. As such, the proposed development would comply Policy EN3 of the Local Plan.
- 11.5 The submitted BREEAM New Construction preliminary-assessment includes a detailed assessment of how the retail A1 unit can achieve a BREEAM rating of ‘Excellent’. The pre-assessment with a score of 65.7% would therefore only meet ‘Very Good’. Where ‘Excellent’ cannot be achieved Policy EN4 requires all non-residential development to achieve a score of at least 63%. The results of the pre-assessment demonstrate the ability to secure the same standard at the post-construction stage. Nevertheless, a condition is recommended requiring the submission of details of the elevation containing the proposed solar photovoltaic panels (PVs), including information on the placement of, the pitch and orientation of the PVs to ensure that proposed solar photovoltaic system is feasible and therefore would make the projected contribution towards target carbon emissions reduction within the scheme. Furthermore, the sustainable officer has recommended that a condition be imposed for the above ground works; where full Design Stage SAP calculations with summary sheets as an output of the National Calculation Method should be submitted to and approved in writing by the Local planning Authority. This is to demonstrate the proposed dwellings will achieve a reduction in carbon emissions of 35% over that required by Part L of the Building Regulations 2013.
- 11.6 The support of this application, the sustainable consultant raised no objections to the details submitted, subject to conditions, as set out above. Furthermore, it should be

acknowledged that applicant has submitted a strong Sustainability Statement that demonstrates that sustainability is integral to the development in design, construction and operation. Therefore, the proposed mixed-use development would comply with EN3 and EN4 of the Local Plan and the Policy 5.2 of the London Plan.

- 11.7 Community Safety/Designing out Crime  
Policy Q3 (Community safety) requires developments to be designed in a manner that does not engender opportunities for crime or anti-social behaviour or create a hostile environment that would produce fear of crime.
- 11.7 The Council's Design out Crime officer has reviewed the proposal and raised no objection to it. It is therefore recommended that the whole development be required to meet Secured by Design/New Homes 2016 –Section 2, including external security lighting. A condition to this effect is included.
- 11.8 Trees and Landscaping  
Policy Q9 of the Local Plan states development will be supported where landscaping:
- (i) Is fit for purpose and demonstrates that satisfactory provision has been made for future growth and aftercare;
  - (ii) Retains and enhances existing planting and landscape features of value and protects them during construction;
  - (iii) Protects and enhances existing designated habitats and creates new habitats/areas of nature conservation interest and biodiversity value;
  - (iv) Maximises opportunities for greening, such as through planting of trees and other soft landscaping;
  - (v) Makes use of plant species that are in keeping with the character of the existing vegetation on the site and in the general area;
  - (vi) Takes into account established or potential pedestrian and cycle desire lines and suitably accommodates them;
  - (vii) Provides strong boundary treatments, including trees and shrubs where appropriate;
  - (viii) Avoids piecemeal treatments and leftover spaces;
  - (ix) Provides means of access routes and or parking areas which complaint with highway safety requirements and minimum parking space standards;
  - (x) Is attractive and well designed, taking a co-ordinated approach with any adjoining landscaping schemes; and
  - (xi) Provides sustainable drainage and minimises surface run-off.
- 11.9 Policy Q10 of the Local Plan states that all proposals for new development will be required to take particular account of existing trees on site and on adjoining land.
- 11.10 The applicant has indicated on their application form that no trees or hedges are existing on site. The Council's Tree Officer has commented that the submitted scheme is acceptable and its conclusions are agreed with. The tree officer has recommended that an arboricultural impact assessment on the third party trees is provided. The amenity space must be subject to detailed and high quality soft landscaping to optimise the quality of the space. This can be addressed through a soft landscape condition. If planning permission is granted, conditions could be imposed for full details of hard and soft landscaping on site.

- 11.11 On the basis of the above conditions could be imposed to ensure adequate replacement of landscaping on site supervision via condition. Therefore, the proposed development would comply Policies Q10 and Q12 of the Local Plan.
- 11.12 Land Contamination, Flood Risk and Surface Water Drainage  
The site is located within Flood Zone 1 as defined in the Lambeth Strategic Flood Risk Assessment (SFRA). It should be noted that the application site is located within a low environmental risk area.
- 11.13 Policy EN5 of the Lambeth Local Plan 2015 provides local policy and guidance on basements and states that all major proposals shall incorporate appropriate mitigation measures to ensure the development is safe from all forms of flooding and does not increase flood risk elsewhere. It also states that applications will be required to demonstrate that the proposal would not cause harm to the built and natural environment and local amenity and would not result in flooding or ground instability.
- 11.14 Policy EN6 relates to sustainable drainage systems and water management and states that development should seek to ensure that the layout and design of development does not have a detrimental impact on floodwater flow across the site. It advises that in order to ensure a net decrease in both volume and rate of run-off leaving the site, development should incorporate sustainable drainage systems (SuDS) consistent with the London Plan drainage hierarchy and National SuDS Standards.
- 11.15 The application is accompanied by an updated Flood Risk Statement and Sustainable Drainage Strategy). The report notes that the site is located over a minor aquifer with high vulnerability in the ground water. The report also advises that the proposals continue to represent a significant betterment over the existing situation due to the reduction in hardstanding and surface water run-off. The proposed development will not increase flood risk on site or elsewhere, so continues to comply with the requirements of the NPPF, the London Plan, and Lambeth's local planning policies.
- 11.16 Thames Water were consulted on the above application and raised no objections to the proposed development in principle. Furthermore, the Council's Flood risk officer has raised to the proposed development to conditions for details of the Basement Impact Assessment (BIA) Taking all of the above into account, and subject to conditions, it is considered that the proposed development would comply with EN4 and EN5 of the Local Plan (2015), and the London Plan.

## **12 Planning Obligations and CIL**

- 12.1 Planning Obligations  
Policy D4 of the Local Plan refers to circumstances in which the Council can seek S106 Planning Obligations to mitigate the impact of a development on the local infrastructure or secure additional facilities that are required as a result of the development coming forward. Policy H2 states that the Council will seek the maximum reasonable amount of affordable housing on private residential and mixed-use schemes, which would be secured by way of a S106 legal agreement (Policy D4 (a) of the Local Plan). The package of obligations set out below reflects the circumstances and the facts of this proposal.



## 12.2 Affordable Housing

The £38k payment in lieu of affordable housing on-site is secured, with a requirement for a review mechanism to be carried out at the following points:

- If construction works (excluding demolition) have not commenced within 24 months of the date of the permission; and
- At the sale of no more than 75% of the market units.

Any additional financial contribution arising (in-lieu of providing additional affordable housing on-site) from a review of viability would be capped to the policy requirement to provide 40% affordable housing, with the surplus split between the developer (20%) and the Council (80%).

## 12.3 Transport and Movement

The development would also be secured as permit-free so that residents (C3) and commercial occupier (A1 retail unit) would not be eligible to secure parking permits within the surrounding Stockwell 'S' Controlled Parking Zone (CPZ).

12.4 Car club membership to all residential units for the first three years after completion.

## 12.5 Employment, Skills, Training and Labour

- Securing employment and training opportunities including apprenticeships, procurement, training and brokerage arrangements, both through the construction phase of the development and in the end use of the building.
- Considerate Constructors Scheme.

## 12.6 Community Infrastructure Levy (CIL)

If the application is approved and the development is implemented, a liability to pay the Lambeth Community Infrastructure Levy (CIL) will arise. The estimated Lambeth CIL contribution is £237,655.50.

12.7 The London Mayoral CIL would also be applicable. The London Mayoral CIL will be applied towards the cost of Crossrail. The estimated Mayoral CIL contribution is £58,975.00.

## **13 CONCLUSION**

13.1 The proposal to provide a mixed use development comprising residential (C3) and ground floor retail (A1) unit would optimise the re-development potential for the site. It would re-provide A1 unit on site. It would also make a positive contribution to the Council's stated aims of securing new housing including a range of dwelling sizes and types including family-sized housing thereby ensuring mixed and balanced communities within the area.

13.2 The proposed new buildings are considered to be of a well-conceived modern design, which takes into account of the existing context building adjoining the site and, sensitively responds to the presence of adjoining statutory listed building and adjacent Conservation Area. The proposed Blocks B and C adjoining the Grade II listed building are minimal in scale and sympathetic to its setting. The buildings would not harm the special architectural features of the building or its setting. Given its limited presence in the streetscene, the proposal would not detract from the character or appearance of this adjacent part of the Stockwell Conservation Area.

- 13.3 The proposed new buildings would provide an acceptable living environment for future occupiers. It would not materially prejudice the amenity of neighbouring occupiers in terms of existing levels of privacy, outlook and natural light they currently enjoy. It would not harm conditions of on-street parking or prejudice conditions for the free flow of traffic and highway safety.
- 13.4 Whilst the scheme does provide no affordable housing on site, as such, a total of £38k as a payment in-lieu towards affordable housing off-site has been secured. The section 106 agreement would include a review mechanism that would provide the Council opportunity to capture any future uplift in value within the scheme. This would be ring-fenced to secure affordable housing affordable either on identified sites or as part of an agreed programme for providing affordable housing elsewhere in the borough.
- 13.5 Subject to recommended conditions and planning obligations, officers consider the proposals to be acceptable an in general conformity with the Development Plan.

## **14 RECOMMENDATION**

1. Grant conditional planning permission subject to the satisfactory completion of a Section 106 Agreement.
2. Agree to delegate authority of the Director of Planning, Development and Transport to:
  - Finalise the recommended conditions as set out in this report; 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.
3. That if the Section 106 Agreement is not signed within 4 months of this committee the Director of Planning, Development and Transport be given delegated powers to consider refusing the application in the absence of a legal agreement.
4. 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 Section 106 Agreement in order to meet the requirements of the Planning Inspector.

## 15 Conditions

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

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

- 2 The development hereby permitted shall be carried out in complete accordance with the approved plans and drawings listed in this decision notice, other than where those details are altered pursuant to the conditions of this planning permission.

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

### Design:

- 3 Prior to commencement of the relevant part of the development, detailed drawings, samples and a schedule of materials to be used within the development shall be submitted to and approved in writing by the Local Planning Authority. This condition shall apply notwithstanding any indications to these matters which have been given on the approved plans and in the application. The development shall thereafter be carried out solely in accordance with the details approved in writing. The following details are required:

- a) Scaled drawings of window reveals, cills and heads, framing and glazing at a scale of 1:10.
- b) Samples of elevational treatment including, bricks, stoning and coping;
- c) Details at an appropriate scale (1:5 or 1:20) of construction detailing (bonding, copings, mortar mix, pointing) of the all brick boundary treatment along with similar drawn details of associated railings (sections, fixings, standards, finials etc).
- d) Details and location of rainwater goods, vents, extracts and pipes;
- e) Solar photovoltaic (PV) panels to roof (including elevation and section illustrating pitch and orientation) and;
- f) Details of external entrances.
- g) Details of all roof materials; and
- h) Details of balconies and terraces.

Reason: To ensure that the external appearance of the building is satisfactory and that it protects or enhances the character and appearance of the adjacent Stockwell conservation area and special setting of the adjoining Grade II Listed Building (Policies Q2, Q7, Q8, Q20 and Q22 of the London Borough of Lambeth Local Plan (2015)).

- 4 Archaeology

A) No development other than demolition to existing ground level shall take place until the applicant (or their heirs and successors in title) has secured the implementation of a programme of archaeological observation and recording in respect of any anticipated geotechnical site investigation, in accordance with a Written Scheme of Investigation which has been submitted by the applicant 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) Under Part A, the applicant (or their heirs and successors in title) shall implement a programme of archaeological observation and recording in accordance with a Written Scheme of Investigation.

C) No development other than demolition to existing ground level shall take place until the applicant (or their heirs and successors in title) has secured the implementation of a programme of archaeological mitigation in accordance with a Written Scheme of Investigation which has been submitted by the applicant 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.

D) Under Part A, the applicant (or their heirs and successors in title) shall implement a programme of archaeological mitigation in accordance with a Written Scheme of Investigation.

E) The development shall not be occupied until the site investigation and post-investigation assessment has been completed in accordance with the programme set out in the Written Scheme of Investigation approved under Parts (A and C), and the provision for analysis, publication and dissemination of the 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 National Planning Performance Framework .

- 5 Prior to commencement of the relevant part of the development details of the siting and design of all walls, gates and/or fencing and the existing boundary walls that are to be retained (showing at scale of not less than 1:20 the Green Wall to be attached to the wall on the eastern boundary of the site), have been submitted to and approved in writing by the Local Planning Authority. Such walls, gates or fencing as may be approved shall be erected prior to the first occupation of the new building unless the prior written approval of the Local Planning Authority to any variation has been obtained.

Reason: To ensure a satisfactory appearance and standard of amenity of the site; to prevent unacceptable harm to the amenity of neighbouring properties and; to minimise the opportunities for crime (Policies Q2, Q3, Q5, O6, Q7, Q15, Q20 and Q22 of the Lambeth Local Plan (2015))

### **Trees and Landscaping**

- 6 No demolition works or development shall take place until a specification of all proposed soft landscaping and tree planting has been submitted to and approved in writing by the Local Planning Authority. The specification shall include details of the quantity, size, species, position and the proposed time of planting of all trees and shrubs to be planted, together with an indication of how they integrate with the proposal in the long term with regard to their mature size and anticipated routine

maintenance and protection. In addition all shrubs and hedges to be planted that are intended to achieve a significant size and presence in the landscape shall be similarly specified. All tree, shrub and hedge planting included within the above specification shall accord with BS3936:1992, BS4043:1989, BS4428:1989, BS8545:2014 and current Arboricultural best practice.

Reasons: 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

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

Reasons: 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 Q6, Q9, Q10 and EN1 of the Lambeth's Local Plan (2015)).

### **Sustainable**

8 BREEAM

- A) Within 6 months of work starting on site a BREEAM UK New Construction 2014 Retail (or such equivalent standard that replaces this) Design Stage certificate and summary score sheet must be submitted to and approved in writing by the Local Planning Authority to show that an Excellent rating will be achieved.
- B) Within 3 months of the first occupation of the building(s) a BREEAM UK New Construction 2014 Retail (or such equivalent standard that replaces this) Post Construction Review certificate and summary score sheet must be submitted to and approved in writing by the Local Planning Authority to show that an Excellent rating has been achieved. All the measures integrated shall be retained for as long as the development is in existence.

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

9 RESIDENTIAL WATER USE

- A) Within six months of work starting on site evidence (internal water calculations) must be submitted to the Local Planning Authority and approved in writing that the internal water consumption of the residential development will not exceed 105 L/person/day in line with The Water Efficiency Calculator for new dwellings from the Department of Communities and Local Government.

- B) Within 3 months of the first occupation of the building(s) evidence (schedule of fittings and manufacturer's literature) should be submitted to the Local Planning Authority and approved in writing to show that the residential development has been constructed in accordance with the approved internal water use calculations.

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 in accordance with Policy 5.15 of the London Plan (2016).

- 10 Prior to the commencement of the relevant part of the development hereby approved, a finalised Energy Strategy, demonstrating how a 35% carbon dioxide emissions reduction is to be met in line with the Mayor's energy hierarchy, has been submitted to and approved in writing by the Local planning Authority.

The development shall be implemented in accordance with the approved Energy Strategy and shall not commence above ground until full Design Stage calculations under the Standard Assessment Procedure/ National Calculation Method have been submitted to and approved in writing by the Local planning Authority to show that the development will be constructed in accordance with the approved Energy Strategy and achieved a 35% reduction in carbon dioxide emissions.

Within 3 months of the first occupation of the building(s) evidence (e.g. photographs, installation contracts and as-built certificates under the Standard Assessment Procedure/National Calculation Method) should be submitted to the Local Planning Authority and approved in writing to show that the development has been constructed in accordance with approved Energy Strategy and achieved a 35% reduction in carbon dioxide emissions.

Reason: To ensure that the development makes the fullest contribution to minimising carbon dioxide emissions in accordance with Policy 5.2 of the London Plan and Policy EN3 of the Lambeth's Local Plan (2015).

- 11 Prior to the commencement of the relevant part of the development hereby approved, full details of an extensive green roof which shall be compliant with GRO Green Roof Code 2011 has been submitted to and approved in writing by the Local Planning Authority prior to the implementation of the relevant part of the development hereby approved.

The submission must provide/comprise the following information:

- a) Details on materials used in the design, construction and installation of the green 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 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 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 roof.

The development shall be carried out strictly in accordance with the green roof 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.

Prior to first occupation of the building(s) evidence that the green roof has been installed in accordance with the approved details should be submitted to and approved by the local planning authority prior to first occupation.

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

- 12 Prior to the commencement of the relevant part of the development hereby approved, above ground level, an elevation drawing including sections, indicating the layout, pitch, orientation of all proposed PV panels to be used within the development shall be submitted to and approved in writing by the Local Planning Authority. The drawings shall including a statement describing how contribution made through the PV panels accords with the targets set out in the revised Energy Strategy. The development shall be constructed in accordance with the approved details unless otherwise agreed in writing.

Reason: To ensure that the proposed development meets the sustainable design and construction requirements and to facilitate a reduction in carbon dioxide emissions through the use of renewables in accordance with Policy 5.2 of the London Plan (2015) and Policy EN4 of the Lambeth Local Plan (September 2015).

- 13 Prior to the commencement of the relevant part of the development hereby approved, a Basement Impact Assessment shall be submitted to and approved in writing by the Local Planning Authority. This statement shall include details regarding:

- (a) Detailed site specific analysis of hydrological and geotechnical local ground conditions;
- (b) Analysis of how the excavation of the basement may impact on the water table and any ground water floor, and whether water perched is present;
- (c) Details of how flood risk, including risk from groundwater and surface water flooding has been addressed in the design, including details of any proposed mitigation measures;
- (d) Details of measures proposed to mitigate any risks in relation to land instability;
- (e) Demonstration of how cumulative effects have been considered;
- (f) A comprehensive non- technical summary document of the assessments provided and information submitted against (a) to (e) of this condition.

Reason: To avoid hazard in relation to land instability and increased flood risk caused by the basement excavation (Paragraph 121 of the National Planning Policy Framework 2012 and Policy EN5 of the Lambeth's Local Plan (2015).

- 14 Prior to the commencement of the relevant part of the development hereby approved, a surface water drainage scheme for the site, based on sustainable drainage principles, has been submitted to and approved by the Local Planning Authority. No

infiltration of surface water drainage in to the ground shall be permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to controlled waters. The development shall thereafter be carried out in accordance with the approved details.

Reason: In the interests of securing a more sustainable development and to reduce the impact of flooding both to and from the development and third parties and, to ensure that the development does not result in risk to public health through contamination of controlled waters in accordance in accordance with Policies 5.13, 5.21 of the London Plan (2015) and Policies EN5 and EN6 of the Lambeth Local Plan (September 2015).

### **Transport**

15 No development shall commence until full details of the proposed construction methodology, in the form of a Method of Demolition and Construction Statement, have been submitted to and approved in writing by the Local Planning Authority. The Method of Demolition and Construction Statement shall include details and arrangements regarding:

- the notification of neighbours with regard to specific works; advance notification of road closures;
- details regarding parking, deliveries and storage (including details of the routing of delivery vehicles to and from the site and the accommodation of all site operatives', visitors' and construction vehicles loading, off-loading, parking and turning within the site during the construction period);
- details regarding dust mitigation;
- details of measures to prevent the deposit of mud and debris on the public highway;
- a scheme for recycling/disposing of waste resulting from demolition and construction works and;
- other measures to mitigate the impact of construction upon the operation of the highway, cycle super highway and the amenity of the area.

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

Reason: To ensure minimal nuisance or disturbance is caused to the detriment of the amenities of adjoining occupiers and of the area generally, and to avoid hazard and obstruction to the public highway in accordance with Policies, Q2, T6 and T8 of the Lambeth Local Plan (September 2015)

16 The Class A1 retail use of the site hereby permitted shall not commence until a Delivery and Servicing Management Plan has been submitted to and approved in writing by the Local Planning Authority in consultation with Transport for London. The commercial use of the site shall thereafter be operated in accordance with the approved details. The submitted details must include the following:

- a) Expected Frequency of deliveries to the site;
- b) Expected Frequency of other servicing vehicles such as refuse collections;



- c) Dimensions of delivery and servicing vehicles;
- d) Proposed loading and delivery locations; and
- e) A strategy to manage vehicles servicing the site.

Reason: To avoid hazard and obstruction being cause to the users of the adjacent public highway and to limit the effects of the travel movements within the locality in the interests of the amenity of the surrounding area in accordance with Policies Q2, Q12, EN7, ED7 and T6 and T8 of the Lambeth Local Plan (September 2015).

- 17 Within 3 months of the first occupation of the development hereby approved, the existing vehicular access point shall be stopped up by raising the existing dropped kerb and reinstating the footway verge and highway boundary to the same line, level and detail as the adjoining footway verge and highway boundary.

Reason: To minimise danger, obstruction and inconvenience to users of the highway (Policies T1 and T6 of the London Borough of Lambeth Local Plan (2015)).

- 18 Notwithstanding the approved plans, detailed drawings of the cycle stores and stands including their layout, elevations and manufacturers' specifications shall be submitted to and approved by the Local Planning Authority before first occupation of the development. The development shall thereafter be carried out solely in accordance with the approved details and retained as such for the duration of the use.

Reason: To ensure adequate cycle parking is available on site, to promote sustainable modes of transport and in the interest of the visual amenities of the area (Policies Q2, Q5, Q6, Q7, Q13, Q20, Q22, Q23, T1 and T3 of the Lambeth Local Plan (2015) refers).

### **Refuse**

- 19 Notwithstanding any indications to these matters which have been given on approved plans and in the application, details including the layout, siting and elevations of the refuse and recycling stores for the commercial and residential development hereby approved (at a scale of not less than 1:20) shall be submitted to and approved by in writing by the Local Planning Authority prior to the first occupation of any part of the development. The provision for waste storage and recycling shall be made in accordance with the requirements of the London Borough of Lambeth's 'Waste and Recycling Storage and Collection Requirements: Guidance for Architects and Developers' (October 2013). The development shall thereafter be completed in accordance with the approved details and permanently retained as such unless the prior written approval of the Local Planning Authority has been obtained for any variation.

Reason: To ensure the adequate provision is made for the storage of refuse on the site, in the interests of the amenities of the area and to ensure a satisfactory appearance of the completed development (Policies Q2, Q5, Q7, Q12, Q20, Q22, Q23 and EN7 of the Lambeth Local Plan (2015) refers).

- 20 No part of the development hereby approved shall be occupied until a Waste Management Strategy outlining the operation and management of commercial and domestic waste storage and collection has been submitted to and approved in writing by the Local Planning Authority. The strategy shall include details how waste would be collected in connection with the proposed Class A1 retail use shall be disposed of. The

Waste Management Strategy will align with the guide for architects and developers on waste and recycling storage and collection requirements. The development shall be carried out in accordance with the approved details unless the prior written approval of the Local Planning Authority to any variation has been obtained.

Reason: To ensure that adequate arrangements are put in place for the storage and disposal of domestic and commercial waste from the site, in the interests of the amenities of the area and the safe operation of the adjacent public highway (Policies Q2, Q12, EN7, ED7 and T6 and T8 of the Lambeth Local Plan (2015) refers).

### **Miscellaneous**

- 21 The use of the A1 retail premises hereby permitted shall not operate other than within the following times:

8.00am - 11.00pm Monday to Sunday including Public holidays/Bank holidays.

Reason: To ensure that no nuisance or disturbance is caused to the detriment of the amenities of adjoining occupiers or users of the area generally (Policies Q2 and T6 of the London Borough of Lambeth Local Plan (2015)).

- 22 Prior to the commencement of the relevant part of the development hereby approved, above ground level, details of all plant to be installed externally to the building (including elevation drawings and product specifications) shall be submitted to and approved in writing by the Lambeth Local Planning Authority. The development shall be implemented in accordance with the approved details and thereafter shall be retained and satisfactorily maintained for the duration of the approved use.

Reason: To protect the amenities of adjoining residential occupiers and the surrounding area and the visual amenity of the application site in accordance with Policy Q2,Q3, Q5, O6, Q7, Q15, Q20, Q22, Q23, ED2 and ED7 of the Lambeth Local Plan (September 2015).

- 23 Details of the means of ventilation extraction from the A1 retail use hereby permitted (including elevation drawings and product specifications) shall be submitted to and approved in writing by the Local Planning authority before the construction of the relevant parts of the development commence. The means of extraction shall be installed prior to the A1 retail use commences and thereafter shall be retained and maintained in good working order for the duration of the approved use.

Reason: To protect the amenities of adjoining residential occupiers and the surrounding area and the visual amenity of the application site in accordance with Policy Q2,Q3, Q5, O6, Q7, Q15, Q20, Q22, Q23, ED2 and ED7 of the Lambeth Local Plan (September 2015).

- 24 Prior to the occupation of the any part of the development hereby approved details of soundproofing shall be submitted and installed between the commercial premises on the ground floor and residential units on the other floors.

Reason: To ensure an adequate level of internal amenity is provided for future residents in accordance with Policy Q2, ED2 and ED7 of the Lambeth Local Plan (September 2015).

- 25 Unless otherwise approved in writing by the Local Planning Authority, at least 90% of the residential units hereby permitted should meet Building Regulation part M4 (2) (accessible and adaptable dwellings) and 10% shall be 'wheelchair user dwellings' as defined in Part M4 (3) of the Building Regulations (2013).

Reason: To ensure appropriate access for disabled people is incorporated into the scheme design in accordance with Policies ED12 and Q1 of the Lambeth Local Plan (September 2015), Policy 3.8 of the London Plan (2015) and the Housing Standards Policy Transition Statement (May 2015)).

- 26 The development hereby permitted shall be constructed to include the design principles and physical protection measures including external lighting, which are consisted with the provision of Secured by Design/New Homes (2014). A certificate of accreditation to Secured by Design standards shall be submitted to the Local Planning Authority for approval in writing prior to the first occupation of any part of the development.

Reason: To ensure the safety and security of future occupiers and adjoining properties and prevent crime and disorder occurring within and in the immediate vicinity of the site, in the interest of community safety in accordance with Policies Q2, Q3, ED7, T1, T6 and T8 of the Lambeth Local Plan (September 2015).

Informatives:

- 1 This decision letter does not convey an approval or consent which may be required under any enactment, by-law, order or regulation, other than Section 57 of the Town and Country Planning Act 1990.
- 2 Your attention is drawn to the provisions of the Building Regulations, and related legislation which must be complied with to the satisfaction of the Council's Building Control Officer.
- 3 Your attention is drawn to the need to comply with the requirements of the Control of Pollution Act 1974 concerning construction site noise and in this respect you are advised to contact the Council's Environmental Health Division.
- 4 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.
- 5 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:
  - name a new or existing building
  - apply new street numbers to a new or existing building
  - register new flats or new buildings with Royal Mail

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.

The correct street number or number and name must be displayed prominently on the premises in accordance with regulations made under Section 12 of the London Building Acts (Amendment) Act 1939.

Contact details are listed below.

e-mail: [streetnn@lambeth.gov.uk](mailto:streetnn@lambeth.gov.uk)

tel: 020 7926 2283

fax: 020 7926 9104

- 6 The Council's Waste and Recycling Storage and Collection Requirements: Guidance for Architects and Developers' (October 2013) and the Refuse & Recycling Storage Design Guide (July 2013) are available on the planning pages of the Council's website: [www.lambeth.gov.uk/planning](http://www.lambeth.gov.uk/planning).
- 7 You are advised of the necessity to consult the Principal Highways Engineer of the Highways team on [drw@lambeth.gov.uk](mailto:drw@lambeth.gov.uk) in order to obtain necessary prior approval for undertaking any works within the Public Highway including Scaffold, Temporary/Permanent Crossovers, Oversailing/Undersailing of the Highway, Drainage/Sewer Connections and Repairs on the Highways, Hoarding, Excavations, Temporary Full/Part Road Closures, Craneage Licenses etc. You are advised to contact the Highways team at the earliest possible opportunity.
- 8 You are advised of the necessity to consult Transport for London via email ([centrallicensing@tfl.gov.uk](mailto:centrallicensing@tfl.gov.uk)), prior to the commencement of construction in order to obtain necessary approvals and licences prior to undertaking any works within the adjacent 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.
- 9 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.
- 10 Where a developer proposes to discharge groundwater into a public sewer, Thames Water advises that a groundwater discharge permit must be obtained. Groundwater discharges typically result from construction site dewatering, deep excavations, basement infiltration, borehole installation, testing and site remediation. Groundwater permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 020 8507 4890 or by emailing [wwqriskmanagement@thameswater.co.uk](mailto:wwqriskmanagement@thameswater.co.uk).

Application forms should be completed on line via [www.thameswater.co.uk/wastewaterquality](http://www.thameswater.co.uk/wastewaterquality)

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

A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 02035779483 or by emailing [wwriskmanagement@thameswater.co.uk](mailto:wwriskmanagement@thameswater.co.uk). Application forms should be completed on line via [www.thameswater.co.uk/wastewaterquality](http://www.thameswater.co.uk/wastewaterquality)."

No piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement. Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to impact on local underground sewerage utility infrastructure. The applicant is advised to contact Thames Water Developer Services on 0800 009 3921 to discuss the details of the piling method statement.

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.

Legal changes under The Water Industry (Scheme for the Adoption of private sewers) Regulations 2011 mean that the sections of pipes you share with your neighbours, or are situated outside of your property boundary which connect to a public sewer are likely to have transferred to Thames Water's ownership. Should your proposed building work fall within 3 metres of these pipes we recommend you email us a scaled ground floor plan of your property showing the proposed work and the complete sewer layout to [developer.services@thameswater.co.uk](mailto:developer.services@thameswater.co.uk) to determine if a building over / near to agreement is required.

- 12 Thames Water has advised that they would aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.
- 13 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.