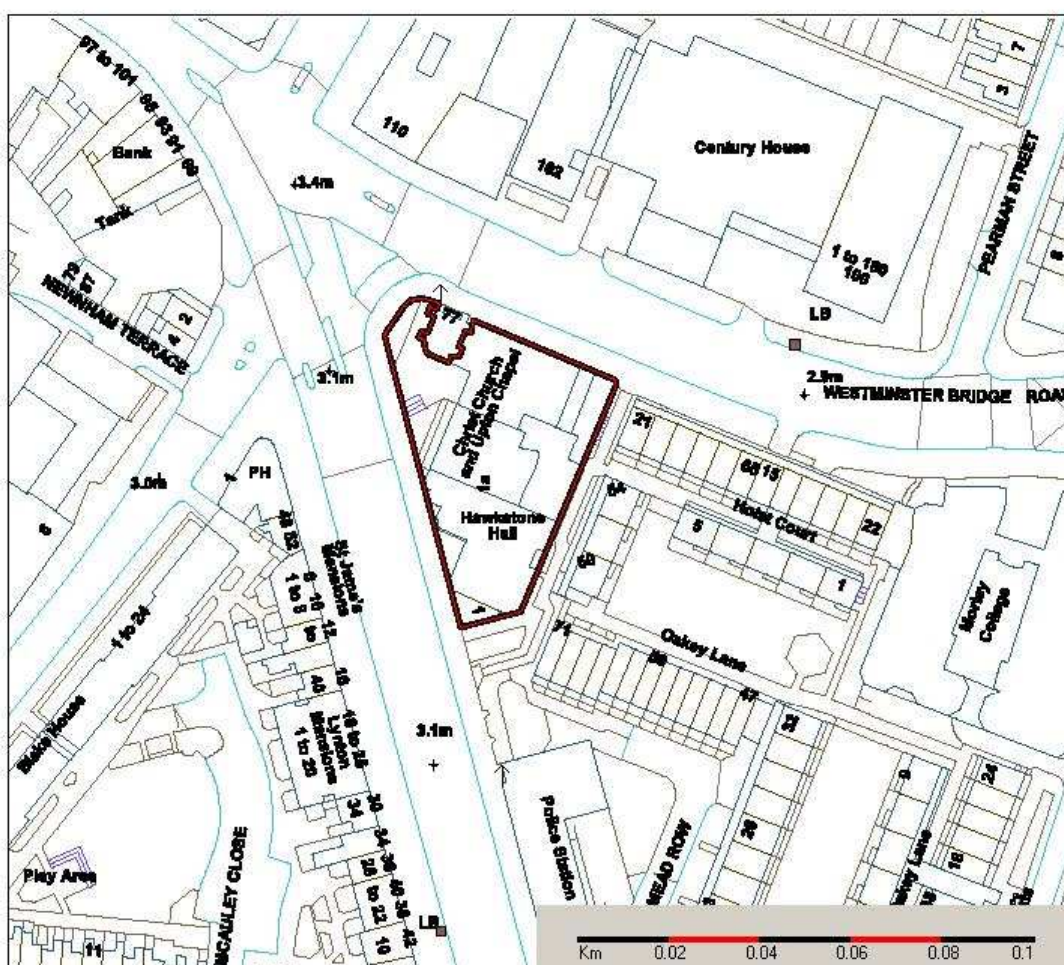


LAMBETH PLANNING APPLICATIONS COMMITTEE



Case Number :	13/04076/FUL
Application Address :	75 Westminster Bridge Road SE1 7HS



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Site address	The Oasis Centre, Lincoln House, 75 Westminster Bridge Road, London, SE1 7HS
Ward	Bishop's
Proposal	Change of use of the B1 (office) class use other than on floors 2, 3 and 4 of the Kennington Road building to D1 (education) class use along with minor alterations including the installation of new open glazed windows with ventilation louvres, external staircase with mesh cladding, refurbished courtyard area, car and cycle parking, the installation of 1x air handling unit at second floor roof.
Application type	Full Planning Permission
Application ref(s)	13/04076/FUL
Validation date	6 th September 2013
Case officer details	Name: Felicity Rose Tel: 020 7926 1208 Email: frose@lambeth.gov.uk
Applicant	Oasis Academy UK
Agent	Mr James Buckley tp bennett
Considerations/constraints	Kennington Cross Neighbourhood Association South Bank Employers Group Tunnel Safeguarding line Environment Agency Flood Zone 3 Archaeological Priority Area Smoke Control Area Central Activities zone
Approved plans	2552-JW-001 P01, 2552-JW-003 P01, 2552-JW-004 P01, 2552-JW-005 P01, 2552-JW-006 P01, 2552-JW-007 P01, 2552-JW-101 P01, 2552-JW-102 P01, 2552-JW-103 P01, 2552-JW-104 P01, 2552-JW-105 P02, 2552-JW-106 P01, 2552-JW-107 P01, 2552-JW-108 P01, 2552-JW-109 P01, 2552-JW-110 P01, 2552-JW-111 P01, 2552-JW-112 P03, 2552-JW-113 P01, 2552-JW-115 P01, 2552-JW-116 P01, 2552-JW-200 P03, 2552-JW-201 P01, Oasis Academy South Bank Draft School Management Plan - 21 November 2013, Design and Access Statement – Phase 2 – 02 September 2013, Planning Statement by tp bennett – September 2013, Flood Risk Assessment by Waterman – 12 th July 2013, Travel Plan by TPP – August 2013, Energy and Sustainability Statement by Hoare LEA – September

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

2013, Acoustic Strategy by Hoare LEA – August 2013, Letter from Mike Ibbott at tp bennett dated 21st November 2013, Letter from Mike Ibbott (Transport matters) at tp bennett dated 16th December, Letter from Mike Ibbott (Planning obligations-proposed head of terms) at tp bennett dated 16th December 2013.

Recommendation(s)

Grant planning permission subject to conditions and completion of a S106 legal agreement.

Background documents

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

Consultation

Department(s) or Organisation(s)	Consulted? (y/n)	Date response received	Comments summarised in report? (y/n)
Internal			
Highways & Transport	Y	5 December 2013	Y
Conservation & Design	Y	22 November 2013	Y
Planning policy	Y	None received	
Streetcare	Y	None received	
Education – Estate Team EELP	Y	None received	
Regulatory Services Noise Pollution	Y	15 November 2013	Y
Design Out Crime	Y	30 September 2013	
Urban Design	Y	None received	
Climate Consulting	Y	23 October 2013	Y
External			
Association of Waterloo Groups	Y	None received	
Lambeth Estates Residents Association	Y	None received	
Waterloo Community Development Group	Y	None received	
Friends of Hatfield Gardens	Y	None received	
Friends of Jubilee Gardens	Y	None received	
Friends of Archbishops Park	Y	None received	
Kennington, Oval and Vauxhall Forum	Y	None received	
Waterloo Quarter BID	Y	None received	
Friends of Lambeth High Street Rec	Y	None received	
Friends of St John's Churchyard	Y	None received	
Environment Agency	Y	17 September 2013	Y
London Underground	Y	4 October 2013	
Transport for London	Y	4 October 2013	
South Bank Employers Group	Y	None received	
Kennington Cross Neighbourhood Association	Y	None received	
Thames Water	Y	None received	
Southwark Council	Y	None received	

Background documents

Please see section 3 of the report.

1 Summary of Main Issues

1.1 The main issues involved in this application are:

- Land use – whether the loss of B1 (a) use class would be acceptable and the acceptability of the proposed use
- Amenity implications for surrounding residents and provision of adequate play space
- Traffic and Transportation including highway and pedestrian safety

2 Site Description and background

2.1 The site is located on the south-western side of the intersection of Westminster Bridge Road, Kennington Road, Hercules Road and Baylis Road. The site is irregular in shape and excludes the Grade II listed tower of the former Christchurch and Upton Chapel situated on the northern part of the site. The site currently accommodates three existing buildings including the five storey office building fronting Westminster Bridge Road, the Upton Church Hall and the part five and part six storey building fronting Kennington Road. The Westminster Bridge Road building is part occupied for office purposes and part occupied by D1 use (educational) to accommodate the previously approved 120 students and 16 staff in accordance with planning application ref: 13/02078/FUL.

2.2 All buildings are owned and occupied by the Oasis Charitable Trust (OCT) and forms their existing operational UK headquarters. Various tenants currently occupy other parts of the building and agreements are in place for tenants to vacate the premises as the change of use progresses, subject to approval.

2.3 There is an existing self contained residential unit of 60m² accessed by the Wellington Mills Estate located to the east of the subject site. This unit is to be retained as part of this application.

2.4 As stated above, the existing accommodation is arranged across three distinct buildings on the site being 75 Westminster Bridge Road, 1 Kennington Road and Upton Church Hall. Although the three buildings are physically adjoined and floor levels are almost identical, the buildings are not connected laterally on each floor and each part of the building has its own separate street access.

- 75 Westminster Bridge Road is a 5 storey office building set in an 'L' shape. Access to the building is gained from Westminster Bridge Road.
- Upton Church Hall occupies a double height space below the southern wing of 75 Westminster Bridge Road however with no internal access between the two buildings. Access to the church hall is gained from Kennington Road via steps to a raised entrance with a skirting woven concrete screen. This entrance and church interior are locally listed.
- 1 Kennington Road is a part five and part six storey building with a direct link to the church at ground floor level. This building has a separate street access to Kennington Road.

The existing use of these buildings is shown in both the table and image below.

Floor	Area	Use
Lower Ground Floor	244 m ²	Cellular and open plan offices, storage and plant
Ground Floor	1210 m ²	Cellular and open plan offices, café, hall/gym, meeting rooms, Church/Community spaces
First Floor	950 m ²	Education (Oasis College) with 60 m ² residential unit in KR, meeting rooms
Second Floor	1050 m ²	Cellular and open plan offices
Third floor	1050 m ²	Cellular and open plan offices
Fourth floor	1050 m ²	Cellular and open plan offices
Fifth floor	446 m ²	Cellular and open plan offices
Total GEA	6,000 m ²	

2.5

This application specifically relates to the second phase of Oasis proposals of enlarged free school, their first being approved by planning application ref: 13/02078/FUL under delegated powers on 16th July 2013 for the part change of use from an office (use class B1) to a free school (use class D1). Phase 1 related to part of the ground, second and third floor levels together with the open internal courtyard area and vehicle driveway to Westminster Bridge Road. Phase 2 (this application) comprises these areas with the addition of the remaining floor area of the Westminster Bridge Road building being the Lower Ground, fourth and fifth floors and the existing chapel and chapel entrance and the Kennington Road building except floors 2, 3 and 4 which is currently permitted for office use.

2.6

Surrounding development in and around the intersection of Kennington Road and Westminster Bridge Road is generally mixed use in nature. However, the adjoining property to the east of the site consists of a residential flat development.

2.7

Part of the northern boundary of the red outline site area adjoins the Grade II Listed tower of the former Christchurch and Upton Chapel building. The tower is a dominant landmark feature on the corner of the intersection of the above-mentioned roads. The façade of the existing church fronting Kennington Road is a locally listed building that replaced the former war damaged 19th century church on the site and presents a striking woven concrete screen with curtain glazing behind. The site is located within the Central Activities Zone (CAZ), Environment Agency flood risk zone 3 and Archaeological Priority Area.

3 Planning History

3.1

26th November 2013 – Application for Advertisement Consent granted for the display of 1x banner and 1x canopy fascia sign on front elevation (13/04077/ADV).

3.2

22nd July 2013 – Conditional planning permission granted for the installation of a new glazed entrance screen, doors and canopy (13/02079/FUL).

3.3

16th July 2013 – Conditional planning permission granted for the part change of

use from a office (use class B1) to a free school (use class D1) (13/02078/FUL).

- 3.4 17th May 2004 – Conditional planning permission granted for a new wheelchair lift access to ground floor, including alterations to the front entrance, together with the replacement of the existing single glazed steel Crittall window with double glazed steel Crittall window units (04/00764/FUL).
- 3.5 22nd August 2003 – Conditional planning permission granted for the installation of three condenser units, two ground mounted/one wall mounted, in the courtyard carpark to the rear of the building (03/01034/FUL).
- 3.6 13th May 1999 – Conditional planning permission granted for the installation of three satellite dishes on the roof of the Linclon House building (98/02427/PLANAP).
- 3.7 1st January 1986 – Conditional planning permission granted for the installation of a new shopfront (86/01349/PLANAP).

4 Proposal

- 4.1 The proposal seeks full planning permission for the change of use of the remaining B1 (office use) of the Westminster Bridge Road building to D1 (education) including the use of the existing church space as a shared multi-purpose educational and ecclesiastical space and excluding floors 2, 3 and 4 of the Kennington Road building. Minor external alterations comprising of the installation of new open glazed windows with ventilation louvres, external staircase with mesh cladding, refurbished courtyard area, car and cycle parking, the installation of 1x air handling unit at second floor level are also proposed. The display of 1x banner and 1x canopy fascia sign to the Westminster Bridge Road elevation. Shown on the plans have been approved (see history section above).
- 4.2 The proposed change of use aims to accommodate the staggered intake of a full 4-form entry cohort of 600 students (aged 11-16) and 72 staff members. The buildings offer approximately 6,000sqm of usable floor space and would require minimal alterations (internal and external) to accommodate a secondary school use. The buildings are proposed to continue to accommodate Oasis' established community functions which include advice and community programs, a food bank, meeting and conference spaces and a coffee shop. This part of the proposal will operate alongside the 'Oasis Academy South Bank' (OASB) as part of this application.
- 4.3 The proposed new uses apply to 4,900m² of the existing floor area and will include the facilities and accommodation as set out in the table below.

Use	Description	Area (m²)
OASB	4-form secondary school	4,325
Community Uses	Church, meeting rooms and café	515
Residential Use	Existing residential accommodation	60
Total floor area		4900

4.4 As stated above, the free school will be operated by OASB who plan to continue student intake to a maximum of 600 students in total. Student numbers are expected to reach capacity by September 2017. A yearly breakdown of this is shown below.

- Sept 2013 – first Y7 intake 120 pupils (as per 13/02078/FUL approval)
- Sept 2014 – next Y7 intake of 120 – total 240
- Sept 2015 – 360
- Sept 2016 – 480
- Sept 2017 – 600

4.5 The OASB would follow standard national school holidays. The core hours of operation for the Academy are 08:00 to 17:00. The addition of breakfast and after school clubs will extend the day to 07:30-18:00 for some students. Breaks during the day will allow for use of external areas; no ball games are proposed and all pupils would be required to stay on site during break times.

4.6 Oasis Academy UK have arranged to use outdoor space at Archbishops Park and further arrangements to use outdoor space and sports facilities in the local area are in the process of being arranged.

4.7 Parts of the ground and first floors with direct access to Kennington Road will continue to accommodate community uses such as a food bank, café, and meeting rooms and are intended to be open after school hours for wider community use. The main hall will continue to operate as a church at weekends. A breakdown of these uses and times is set out in the table below.

Proposed Use	Days of Use	Operating House
<i>Oasis Academy South Bank</i> (Core Hours)	Mon- Fri	08:30-17:00
<i>Oasis Academy South Bank Clubs</i> (Breakfast and after school clubs)	Mon-Fri	08:00-08:30
		17:00-18:00
<i>Oasis Academy sports facilities</i>	Mon-Fri	17:00-20:00
	Sat-Sun	09:00-21:00

Existing Use	Days of week	Opening Hours
<i>Religious Use</i> Upton Church Hall	Sat-Sun	As existing
<i>Community use</i> (Advice and community programs, Feed Bank, Coffee Shop, Management and Conference Space)	Mon-Fri	09:00-23:00

- 4.8 Minimal intervention to the existing building would take place, including signage to identify the building from Westminster Bridge Road for users and visitors dealt with by 13/04077/ADV, new windows to all proposed occupied parts of the buildings, a new external staircase, a refurbished courtyard area with gated access points for student safety and vehicle separation and a new bin storage fence to Kennington Road elevation.
- 4.9 Within the courtyard is a proposed external staircase is intended as a secondary means of escape from the upper floors of the Westminster Bridge Building. This would allow safe egress from all floors of the building and will replace, at ground level, the existing oil storage building which will be demolished. The steel stair structure is proposed with a perforated steel mesh cladding, this will form an enclosed structure and is illustrated below.



Proposed rear courtyard with mesh-clad external escape stair. Courtyard surface to be enhanced with and hard landscaping and lighting

- 4.10 The Refuse and recycling storage area is currently located on Kennington Road and it is proposed that this location is to be retained. However, the area would be fenced and separated from the footpath using a screen gate to access.
- 4.11 The installation of 1 air handling unit (AHU) located on the roof 75 Westminster Bridge Road adjacent to the church. This will enable effective ventilation of the more intensively-used teaching rooms and allow for improved energy efficiency of the building. The AHU will be located below the parapet of the building and will therefore not require any additional screening for visual amenity.
- 4.12 External facades will have fixed windows with ventilation louvers glazed into the frame, for mechanical ventilation. All internal/courtyard-facing windows will have

opening windows for natural ventilation, without louvers. The new windows will enable effective ventilation of the building.

- 4.13 The OASB is proposed to interface with commerce and expand the curriculum offered to be part of the Waterloo community and be accessed on foot by the majority of its pupils. Oasis has had its headquarters in Waterloo since 2005, and the proposal would be part of its wider provision that includes Oasis Academy Johanna (formerly Johanna Primary School) as well as the Oasis Collage of Higher Education with more than 250 students. A previous concept was accepted on principle to a site near by at Hercules House, however OASB were unable to secure the site for development in the long term.

5 Consultations and Responses

- 5.1 The occupiers of a total of 280 neighbouring properties were notified of this application.
- 5.2 A site notice was displayed on 18th September 2013.

No. of Letters sent	No. of Objections	No. in support	Comments
280	1	0	-

Objections:	Council's Response:
Increased noise disturbance to residents within the surrounding area with particular concern to the courtyard, mesh clad staircase and air handling unit.	<p>The school use is primarily contained within the existing building. There would be a noticeable change from office occupants accessing the site to students and staff of a school in morning and afternoon periods however, as the school is a managed operation it is unlikely to result in an unacceptable impact on surrounding residents.</p> <p>The use of the courtyard as a play area together with the potential reverberation of noise on existing buildings and walls has been considered to be of concern to abutting neighbouring properties. This scheme has been reviewed by Council's noise team who have raised no objection to this application subject to conditions surrounding the use of the play area during school times only, the supervision of students during arrival, breaks and departure times and the provision of an acoustic wall. This will be addressed by condition in line with NPPF requirements.</p> <p>The Air Handling Unit is to be located some distance from any surrounding residential uses. Council's noise team have raised no objections to the AHU and it is considered that due to the location and positioning of the AHU this will not result on an unacceptable impact on surrounding</p>

	uses.
Additional stress on traffic	Due to the high PTAL it is considered that the proposal will not have a significant impact on the existing traffic concerns as it is anticipated that staff and students will not be arriving at the site by car and there is adequate onsite cycle parking provision to meet London plan requirements.

5.3 Internal consultation

Streetcare: No representation received

Transport/Highways: Comments discussed in main report

Education – Estate Team EELP: no representation received

Regulatory Services Noise Pollution: no objection, subject to conditions

Design Out Crime Officer: no objection, subject to conditions

Conservation and Design: no objection, subject to conditions

Planning Policy: no representation received

Urban Design: no objection, subject to conditions

Climate consulting: no objection, subject to conditions

5.4 External consultation

Association of Waterloo Groups: No representation received

Lambeth Estates Residents Association: No representation received

Waterloo Community Development Group: No representation received

English Heritage : No representation received

Friends of Hatfield Green: No representation received

Friends of Jubilee Gardens: No representation received

Friends of Archbishop's Park: No representation received

Kennington Oval & Vauxhall Forum: No representation received

Waterloo Quarter BID: No representation received

Friends of Lambeth High Street Rec: No representation received

Friends of St John's Churchyard: No representation received

Environmental Agency: The site is located in Flood Zone 3a, deemed to be at high risk and within an area benefitting River Thames tidal flood defences. No objection to this application. In accordance with the submitted Flood Risk Assessment, the proposed development is acceptable on floor risk grounds.

London Underground: No objection

Transport for London: Comments discussed in main report

South Bank Employers Group – No representation received

Kennington Cross Neighbourhood Association: No representation received

Thames Water: No Representation received

Southwark Council: No representation received

6 Planning Policy Considerations

6.1 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.

6.2 On 27th March 2012, the Government published the National Planning Policy Framework (NPPF). This document had the immediate effect of replacing various documents including, amongst other documents, PPS1, PPS3, PPS4, PPS5, PPS12, PPG13, PPG17 and Circular 05/2005: Planning Obligations.

6.3 The development plan in Lambeth is:

- The London Plan (adopted July 2011) together with REMA 2013;
- Lambeth's Local Development Framework (LDF) Core Strategy (adopted 19 January 2011); and
- The remaining saved policies in the Lambeth Unitary Development Plan (UDP) 2007: Policies saved beyond 5 August 2010 and not superseded by the LDF Core Strategy January 2011.

6.4 National Guidance

The National Planning Policy Framework (NPPF) March 2012 sets out the Government's planning policies for England and how these are expected to be applied. It reinforces the Development Plan led system and does not change the statutory status of the development plan as the starting point for

decision making. The NPPF sets out that the National Planning Policy Framework must be taken into account in the preparation of local and neighbourhood plans, and is a material consideration in planning decisions. Moreover, it sets out that in assessing and determining development proposals, local planning authorities should apply the presumption in favour of sustainable development.

6.5 The London Plan 2011(together with REMA 2013)

The London Plan was published in July 2011 and replaces the previous versions which were adopted in February 2004 and updated in February 2008. The London Plan is the Mayor's development strategy for Greater London and provides strategic planning guidance for development and use of land and buildings within the London region. In October 2013, the Mayor published his 'REMA' by way of an update in response to the NPPF.

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

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

Policy 1.1 – Delivering the strategic vision and objectives for London
Policy 2.1 – London in its Global, European and United Kingdom context
Policy 2.10 – Central Activities Zone – strategic priorities
Policy 2.11 – Central Activities Zone – strategic functions
Policy 2.12 – Central Activities Zone – predominately local activities
Policy 2.13 – Opportunity Areas and intensification areas
Policy 3.1 – Ensuring equal life chances for all
Policy 3.6 – Children and Young people's play and informal recreation facilities
Policy 3.16 – Protection and enhancement of social infrastructure
Policy 3.18 – Education Facilities
Policy 4.1 – Developing London's economy
Policy 4.2 – Offices
Policy 4.3 – Mixed use development and offices
Policy 4.12 – Improving opportunities for all
Policy 5.1 – Climate change mitigation
Policy 5.2 – Minimising carbon dioxide emissions
Policy 5.3 – Sustainable design and construction
Policy 5.4 – Retrofitting
Policy 5.12 – Flood Risk Management
Policy 6.1 – Strategic Approach
Policy 6.3 – Assessing effects of development on transport capacity
Policy 6.7 – Better streets and surface transport
Policy 6.9 – Cycling
Policy 6.10 – Walking
Policy 6.13 – Parking

Policy 7.1 – Building London’s Neighbourhoods and communities
Policy 7.2 – An inclusive environment
Policy 7.3 – Designing out crime
Policy 8.2 – Planning obligations

Waterloo Opportunity Area Planning Framework 2007

London Borough of Lambeth Core Strategy (2011)

The following policies are considered relevant in the assessment of this application:

Policy S1 – Vision and Objectives
Policy S3 – Economic Development
Policy S4 – Transport
Policy S5 – Open Space
Policy S6 – Flood Risk
Policy S7 – Sustainable design and construction
Policy S8 – Sustainable Waste Management
Policy S9 – Quality of the built environment

London Borough of Lambeth Unitary Development Plan (2007): ‘Policies saved beyond 5 August 2010 and not superseded by the LDF Core Strategy January 2011’

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

Policy 7 – Protection of Residential Amenity
Policy 9 – Transport Impact
Policy 21 – Location and loss of offices
Policy 23 – Protection and location of other employment uses
Policy 26 – Community Facilities
Policy 31 – Streets, Character and Layout
Policy 32 – Community Safety/Designing out crime
Policy 35 – Sustainable Design and Construction
Policy 36 – Alterations and Extensions
Policy 50 – Open Space and Sports Facilities

Supplementary Planning Documents:

Sustainable Design and Construction (2008)
Safer Built Environments (2008)
S.106 Planning Obligations (2010)
Waterloo Area (2013)

7 Land Use and Principle of Change of Use

- 7.1 This application would involve the change of use of occupied office floor space to education and ancillary office use within the 'Kennington Road Building' of the application across the Lower Ground, Ground and Fifth floors. The site is situated within the Central Activity Zone. Pursuant to policy 2.10 which sets out strategic priorities for the zone: anticipated that whilst the 'iconic core of one of the world's most attractive and competitive business locations' be enhanced, strategic functions should not compromise local uses where these predominate
- 7.2 Council policy 23 of the UDP seeks to protect employment use where any loss to non-employment floor space would result. Employment uses are defined here to include B Class uses, but also schools and 'other uses providing significant levels of employment', unless they would be defined in the plan as community facilities
- 7.3 The site currently benefits from consent for an education use for up to 120 students and 16 staff to part of three floors of the Westminster Bridge Road building. The proposed change of use is to a new 'Free School' to provide a secondary school to the remaining occupied office space apart from floors 2, 3 and 4 of the Kennington Road building. Broadly the current principal use of the site is B1 (office), whereas this scheme proposes to change this to be mixed use with an emphasis of D1 (education). According to Policy 23 of the UDP, considers a school to be an employment use. Consequently, the proposal does not need to be considered against the policy tests for loss of employment floor space under the UDP. Indeed, the change of use under this policy context does not need to be considered against the difference in job numbers for the different uses either. Notwithstanding, the proposal would provide 72 jobs, the intensity of the use of the site will be raised by the number of employees together with the number of prospective students totalling up to 600 at full capacity
- 7.4 The recognition of schools as an employment use, and the suitability of sites for such purpose, is drawn out further under policy S3(c) of the Core Strategy. Here, exception to the protection of employment land is made for schools where there is a local need and no alternative site is available. The exception is made with respect to the strategic need for new school sites during the plan period. National Planning Policy anticipates a proactive, positive and collaborative approach to meeting the needs of existing and new communities and development that will widen choice in education. The application has funding from the Department of Education, to whom Free Schools are "all-ability state funded schools set up in response to what local people say they want and need in order to improve education for children in their community". As such, need is inferred by the apparent demand for this new form of schooling proposed for the site and as such addresses the policy expectation under both National, Regional and Local policy as well as addressing corporate priorities of being a 'caring borough' delivering 'a high quality education for every child and young person in a safe and supportive

environment' as part of Lambeth's' co-operative council agenda. In addition, need is also recognised within the LDF, where it is stated that "The number of school places in the Borough is currently insufficient to meet future demand, both at secondary and primary level...more land and funding are required to build additional schools to meet projected future demand over the next ten years". The proposal will create new school places in order to meet targets as set out above

- 7.5 The Planning Applications Committee at its meeting on 15th January 2013 resolved to grant planning permission to the change in use of the existing building at 6 Hercules Road, SE1 7DU to mixed office (Use Class B1) and educational (Use Class D1) with minor works including infill of courtyards to create assembly and recreation spaces and creation of roof play areas at fourth floor level (ref: 12/03530/FUL).
- 7.6 The applicant was the Department of Education however the operator was to be Oasis Academy South Bank who would operate a free school on the site. This would involve 10,000m² floor area and up to 960 users including 75 staff, 120 pupils aged 9-10, 600 pupils aged 11-16, 80 pupils aged 18 plus and 85 office staff. The higher education institute of Oasis College was due to relocate from 75 Westminster Bridge Road to 6 Hercules Road as part of the permission
- 7.7 Following the grant of planning permission, the owner of 6 Hercules Road sold the existing building leaving Oasis Academy without a premises for the free school. The S106 agreement was not completed and as a result the planning permission was not issued. Oasis Academy therefore sought to relocate on the subject premises where they previously operated offices in order to resolve this issue prior to the first intake of students in September 2013 to 75 Westminster Bridge Road and was previously granted planning permission (ref:13/02078/FUL) for the part change of use from a office (use class B1) to a free school (use class D1) for the provision of 120 students and 16 staff on 16th July 2013.
- 7.8 In the previous application for the school on Hercules Road , it was recognised in one of the submissions received from WDCG that there has been a longstanding desire among local residents for a mixed use comprehensive secondary school in the area. In addition, this application is for a 'free school' which is defined as an "all ability state-funded school set up in response to what local people say they want and need in order to improve education for children in their community". Accordingly, there is an apparent need for the school in the local area and the location of the school on the site is acceptable having regard to Policy S3 of the Lambeth LDF Core Strategy (2011).
- 7.9 The NPPF indicates that great weight should be given to the need to create, expand or alter schools. The London Plan (2011) similarly states that proposals for new schools should be given positive contribution and should be only refused where there are demonstrable negative local impacts that substantially outweigh the desirability of establishing a new school and which

can not be address through appropriate planning conditions or obligations (Policy 3.18). Furthermore, the London Plan (2011) requires schools to be accessible to all sections of the community including disabled and older people and be located within easy reach by walking, cycling and public transport. In addition, Policy 26 gives support to the provision of new education facilities, where sites are appropriate to their intended use, and the nature and scale of the proposal (including operating hours) do not unacceptably harm the amenities of the area through noise, disturbance or traffic generation; these points are addressed below and overall no such harm or disturbance is envisaged to arise that is not able to be addressed by condition.

- 7.10 Overall, the principle of the change in use and location of the proposed free school on the site is acceptable having regard to the relevant policies of the Development Plan discussed above.

8 Amenity

- 8.1 Policy 7 of the UDP (2007) seeks to ensure that new development does not adversely affect the amenity of adjoining or nearby residents. Relevant policies of The London Plan (2011) and the Lambeth LDF Core Strategy (2011) indicate that whilst new schools should be positively encouraged, that regard must be given to ensuring the amenity of adjoining and nearby residents is not unacceptably impacted by way of noise, hours of operation or otherwise.
- 8.2 The school use is primarily contained within the existing building. There would be a noticeable change from office occupants accessing the site to students and staff of a school in morning and afternoon periods however, as the school is a managed operation it is unlikely to result in an unacceptable impact on surrounding residents. The original scheme proposed the main pupil access and egress to be via the existing vehicle access on Westminster Bridge Road. The main school access and egress has been relocated from Westminster Bridge Road to the existing main church access on Kennington Road and the applicant has agreed to work with the council and TFL to implement an improved crossing provision on Kennington Road in order to ensure student/pedestrian safety.
- 8.3 There are several opportunities for public transport in the immediate vicinity of the site and this is likely to encourage students, staff and visitors to leave the area at the end of the day. The hours of operation proposed are generally consistent with standard school hours, and as accepted with the Hercules house application.
- 8.4 The existing internal courtyard is proposed to be used as the play area. The courtyard is enclosed on all sides and is in part open to the sky above. An existing residential flat development is situated within 20m to the east of the boundary wall. The use of the courtyard as a play area together with the potential reverberation of noise on existing buildings and walls has been raised as a point of concern by abutting neighbouring properties. The

Council's noise team raise no objection to the application subject to conditions surrounding the use of the play area during school times only, the supervision of students during arrival, breaks and departure times and the provision of an acoustic wall. This will be addressed by condition in line with NPPF requirements. Consequently, overall the proposal would not result in an unacceptable impact on the amenity of adjoining or nearby residents in accordance with Policy 7 of the UDP (2007).

9 Design and Sustainability

- 9.1 The proposal would see the reuse of the existing building as an education facility with minimal changes to the external appearance. London Plan policy 5.4 supports retrofitting of existing building stock, particularly where this results in meeting carbon dioxide reduction targets of sixty per cent by 2025.
- 9.2 The ground floor formal/visitors entrance has been reconfigured into a new lobby with internal stairs and lift to the main reception area, these alterations has been previously approved as per planning application ref: 13/02079/FUL. It is considered that this entrance forms a secure line and point of entry to all visitors and students under this application.
- 9.3 The remaining floors of 75 Westminster Bridge Road will be reconfigured to accommodate a range of classrooms. The external courtyard space is available for outdoor play and recreational uses. The principle of the advertise signage have been approved in terms of advertising consent as per ref :13/04077/ADV. The external staircase will provide a second means of access to classrooms and will also be used as a fire escape. The air handling unit and window alterations will enable effective ventilation of the more intensively-used teaching rooms and allow for improved energy efficiency of the building. No issues are raised in terms of the design implications of these parts of the development.
- 9.4 Key policies of The London Plan (2011), Lambeth Core Strategy and saved policies of the UDP operate to ensure that new development achieves high levels of sustainable design and construction in the interest of energy efficiency, efficient water use and other means of achieving sustainable outcomes. The SPD for Sustainable Design and Construction (2008) sets out specific guidance for the assessment requirements for certain types of development.
- 9.5 This application has been accompanied with an Energy and Sustainability statement prepared by Hoare LEA. This scheme proposes to upgrade fabric of the building to meet building regulation requirements and proposes either secondary glazing or replacement double glazing. It is considered that it is usually possible to achieve far better u-values using double glazing. The applicant is therefore strongly encouraged to specify double glazing.
- 9.6 It is also proposed to replace existing oil fired boilers with efficient gas-fired boilers to reduce CO2 emissions. A nearby hoteldevelopment (Hercules House ref: 13/04077/FUL) is proposing a gas-fired CHP plant to provide heating. London Plan policy 5.6 requires that major developments investigate opportunities for extending CHP systems beyond the site boundary to adjacent

sites. It has therefore been suggested to the developers of Hercules House that they discuss the potential of providing heat to the Oasis Academy to further reduce CO2 emissions. If this turns out to be feasible, the applicant will need to re-submit an energy statement confirming how the development will facilitate a connection to this CHP system. Investigations are currently being carried out by the applicants of the Hercules House scheme. Whether feasible to connect to the Hercules House CHP system or not, the Oasis Academy should be designed so as not to prejudice a connection to a district heating network should one arise. Further detail should therefore be provided to confirm that this has been included for within the proposals. This will be secured by condition.

- 9.7 The applicant has not proposed the inclusion of any renewable energy technologies on grounds of cost. London Plan Policy 5.2 requires that development proposals should make the fullest contribution to minimising carbon dioxide emissions in accordance with the following energy hierarchy:
- 1 Be lean: use less energy
 - 2 Be clean: supply energy efficiently
 - 3 Be green: use renewable energy
- 9.8 Whilst the energy statement demonstrates that the building regulations requirements have been met, the London Plan requirements have not been met. The applicant is encouraged to provide renewable energy technologies in accordance with London Plan Policy 5.2 and Lambeth Core Strategy policy S7. If renewable technologies are considered to be financially unviable, the applicant must provide further information demonstrating how this conclusion has been arrived at. In the absence of this it is considered appropriate and entirely necessary to require the provision of sustainable technologies by condition; on this occasion this is not considered reason enough as grounds of refusal.
- 9.9 The BREEAM pre-assessment submitted demonstrates a 'good' rating with a score of 46.59%. Lambeth Sustainable Design and Construction SPD_08 requires that "The Council's preferred methodology for new build and refurbishment is the BREEAM system of certification..... The Council aspires to BREEAM "Excellent" and seeks "Very Good" as a minimum standard". As a refurbishment, the correct BREEAM version has been used (2008) as there is not currently a BREEAM assessment that is specific to non-residential refurbishment buildings. However, the applicant should resubmit the pre-assessment demonstrating a strategy that will achieve at least a 'very good' rating in accordance with Lambeth's policy requirements which is considered achievable by the development. This will be secured by condition.
- 9.10 Overall, the proposal will not harm the special significance of the abutting listed building and the character and appearance of the surrounding area in accordance with Policy 7.8 of The London Plan (2011), Policy S9 of the Lambeth LDF Core Strategy (2011) and Policy 36 of the UDP (2007)

10 Traffic and Transport

- 10.1 The application has been accompanied by a Travel Plan and a draft School

Management Plan. London Cycle Network Route 3 runs along Hercules to the south-west of the site and a Barclays Cycle Hire site is located adjacent to Lambeth North station on Baylis Road. The site is in close proximity to bus, rail (Waterloo) and Underground (Lambeth North) services and this is represented with a PTAL of 6b which is the highest rating possible.

10.2 *Trip Generation*

The applicant has undertaken an analysis of the existing trip generation and modal split of both the existing site as well as the proposed use. This has been done through interrogation of similar sites held on the TRAVL database. As the school day would start earlier than at the majority of schools at 8am, compared to 8:30am at most schools, the majority of trips to the site would thus be outside of the traditional AM Peak (8am – 9am). Nevertheless the predicted trip generation figures are considered to be acceptable to reflect the intended use.

10.3 *Impact of Public Transport*

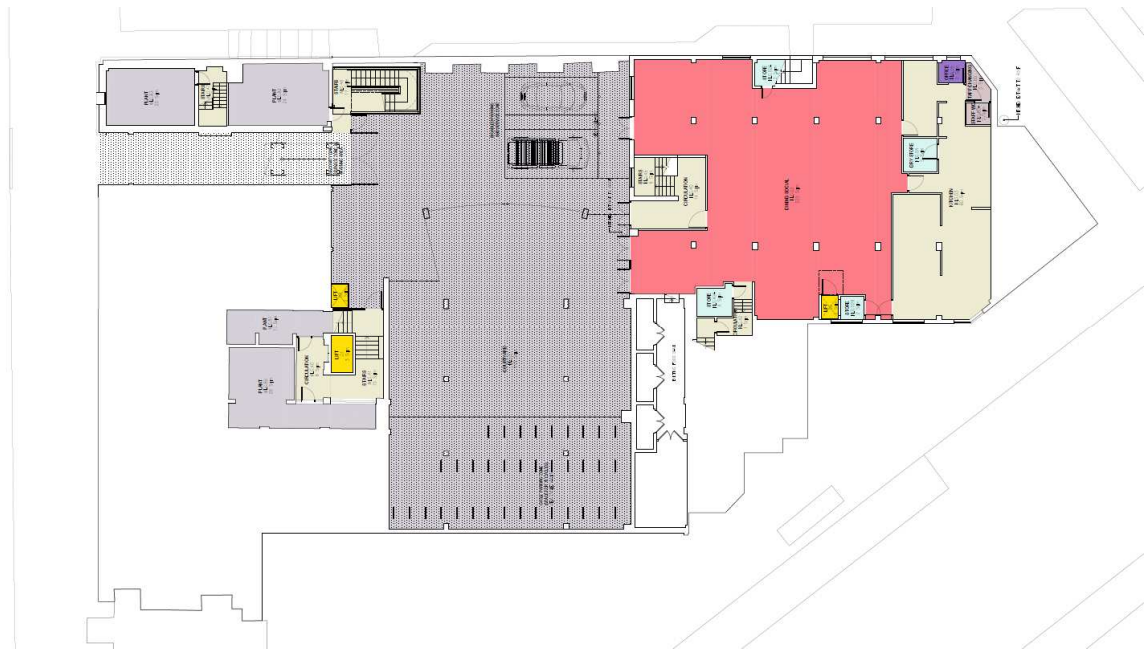
The applicant has provided some analysis on the potential impact of these proposals on the existing public transport services in the vicinity of the site and they conclude that there would not be any significant impact on buses, tubes or trains. These findings are accepted by council.

10.4 TFL have confirmed that no funding for additional bus services would be required as this is now centrally funded.

10.5 *Car Parking*

There are currently 13 parking spaces within the site accessed from Westminster Bridge Road. Twelve spaces have proposed to be removed whilst the remaining would be provided for ambulant persons. The quantity of parking is acceptable for the intended use and there is no objection to the loss of car parking spaces in principle.

10.6 The school does not allow staff to drive. There is one space allowed for any disabled visitors. Parents are fully aware of the schools no car drop-off policy. Where circumstances dictate (e.g. a pupil with an injury, on crutches), the disabled car parking space is made available.



- 10.7 *Vehicular and Pedestrian Access*
 Vehicle access into the site would be retained from the existing access on Westminster Bridge Road which leads via a ramp in to the basement level courtyard which would act as the school's playground.
- 10.8 The submitted School Management Plan includes details on how any potential conflicts between pupils using this area and vehicles accessing the site would be avoided.
- 10.9 A more complicated issue arising from the proposed access was related to pedestrian desire lines and walking routes to and from the site. Bus travel is the predominant mode of travel for secondary school pupils with free bus travel for school children meaning that even short walkable journeys are often undertaken by bus. This being the case it is essential that safe walking routes are provided between the school and key bus stops as well as other desire lines. Officers were not satisfied that the originally proposed pupil access achieved this. There is a bus stop located on Westminster Bridge Road directly opposite the access but no crossing linking them and there is also no formal crossing provision across Kennington Road to the south of its junction with Hercules Road. Officers were concerned that the position of the access combined with the lack of crossings had the potential to lead to conflicts between pupils and vehicles.
- 10.10 It was previously proposed that this vehicle access would also serve as the main pupils access and egress. Officers raised concerns over this and following negotiation with the applicant the main pupil access and egress has been relocated to the Upton Church entrance located on Kennington Road as has previously been discussed above.
- 10.11 *Servicing*
 It is proposed that servicing would take place within the site in the area identified as the future playground. This would be accessed from the vehicular access on Westminster Bridge Road. Servicing within the courtyard is acceptable in

principle but will require robust management. It is anticipated for example that a pre-booking system would be required to ensure that all delivery vehicles arrive at appropriate times. This is typical for many non-residential operations in central London. A Delivery & Servicing Plan should be secured by condition although it would be acceptable for this to form part of the overall School Travel Plan (SPT) document.

Cycle Parking

- 10.12 The applicant is proposing to provide cycle parking within the underground playground area. London Plan standards require a minimum of 1 space for every 10 pupils/staff and the applicant has committed to meet this. Further details could be secured by condition.

School Travel Plan (STP)

- 10.13 The school has an existing approved STP and has submitted a draft School Management Plan as part of this application. A condition should be used to secure that the STP is updated to reflect all changes in the school's operation and this should be submitted within 3 months of the end of the first term. Considering the very limited amenity space on site it is considered likely that regular off-site trips will be required for physical education and other outdoor activities. The submitted School Travel Plan should include details on how these would be managed with any routes likely to be used regularly by groups of pupils fully assessed. For example the routes to/from the school and Geraldine Mary Harmsworth Park and Archbishop's Park (the closest public open spaces) are likely to be regularly used and as such should be specifically looked at to identify any particular hazards.

- 10.14 Officers recognise the need for additional secondary school places within the borough and consider that this site is in a location that could support a school of this size with excellent access to public transport. However, as with the previous application at Hercules House there are serious concerns related to pedestrian crossing provision and road safety. Without improvements to pedestrian routes and specifically a new formal pedestrian crossing on Kennington Road Lambeth Transportation would not be able to support the application. Therefore the provision of a pedestrian crossing on Kennington Road would be secured by S106.

- 10.15 Both Transport for London and Council transport officers have raised concerns with existing conditions to cross over Kennington Road. As a consequence proposals to make improvements have been discussed in extensive detail to ensure that all mitigation measures are installed to address envisaged desire line conflicts between the site and absence of a formal pedestrian crossing provision. Whilst TfL require further feasibility modelling the principle is agreed and all are in support of contributions towards funding and implementation of a crossing by way of Section 278.

11 Design Out Crime

- 11.1 The London Plan (2011) and Lambeth LDF Core Strategy (2011) aim to

improve the safety and security of the built environment for the benefit of residents and other community stakeholders. Subject to a condition requiring that the applicant provide details of a risk assessment/management plan covering community safety/designing out crime, times of operation, security, access control, CCTV systems and lighting, the proposal is considered acceptable in accordance with the Development Plan.

12 Floor Risk

- 12.1 The site is located in the Environment Agency Flood Zone 3. The proposal involves the change of use from an office to an educational establishment increasing the vulnerability classification of the use of the site from 'less vulnerable' to 'more vulnerable' according to the Technical Guidance to the NPPF (Table 2). Notwithstanding, the site is in an area benefiting from the River Thames tidal flood defences and would be outside of the 1 in 200 year flood area in the event of a failure of the defences. Accordingly, the proposal change in use is acceptable and the Environment Agency have confirmed of having no objections to the proposal based on the FRA submitted.

13 Refuse and waste management

- 13.1 There is an existing refuse and storage collection area on the Kennington Road side of the site. The area contains several 660 litre bins in a publicly accessible area. The proposal would generate the need for additional waste bins in this location. As part of previous application 13/02078/FUL, Lambeth's Streetcare officer advised that this should ideally be enclosed. This current application proposes the enclosure of the area however, Conservation and Design officers have advised that further information should be provided to demonstrate how this enclosure will appropriately respond to the context and setting of the site and the surrounding area. Subject to this condition, the location of the refuse and recycling storage area would not result in an unacceptable aesthetic impact on the surrounding area and would preserve the visual amenity of the locality. It would also seek to achieve a more appropriate appearance in the setting of the nearby Grade II Listed and locally listed buildings adjacent to the western side of the site; the old church tower and existing church front entrance.

14 Section 106 Head of terms

- 14.1 Despite being viewed as an employment use under policy 23 of the UDP, the proposal is for a School and for the purposes of the Councils Supplementary Planning Document on S106 Planning Obligations is a 'community use'. As such, it is exempt from contributing to a number of obligations were it otherwise a commercial development.
- 14.2 Notwithstanding, the following would be required:
- Financial Contribution towards Public Art £38,000.00
 - A Financial Contribution of £9,420.00 towards Open space
 - A travel plan and financial contribution of £1000.00.
 - A Financial Contribution of £1,381.95 towards Libraries

- A Financial Contribution of £5,154.00 towards sports & leisure
- Revenue Contributions of £942.00
- Monitoring figure of £894.90
- Section 278 works
- A Financial Contribution of £100,000 to Public realm works
- Pupil travel review

15 Conclusion

- 15.1 In conclusion the proposed is acceptable in land use terms. It seeks to make good use of the existing building, adapting it for its own purpose with minimal impact on the external appearance. Conditions are proposed to mitigate any nuisance envisaged with respect to supervision and audible sound that may arise from the intended use to safeguard the amenity of surrounding occupiers.
- 15.2 There are some public realm improvements required to the west of the site however overall the provision of cycle spaces and imposition of conditions, S278 and S106 obligations will overcome any envisaged impact.
- 15.3 Overall the proposal is compliant with all pertinent national, regional and local policies.

16 Recommendation

- 16.1 Grant conditional planning permission subject to conditions and completion of S106 legal agreement.

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 (as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.)
2. The development hereby permitted shall only be carried out and completed strictly in accordance with the plans hereby approved and any subsequent approval of details.
- Reason: To ensure that the development hereby permitted is carried out in full accordance with the plans hereby approved.
3. The capacity of the D1 (education) class use herein permitted shall be limited to a maximum of 600 students and 72 staff
- Reason: To ensure that the proposal does not result in an adverse impact on traffic, congestion or highway safety as a result of a capacity greater than that proposed (Policy 6.3 of The London Plan (2011), Policy S4 of the Lambeth LDF Core Strategy (2011) and Policies 9 and 14 of the London Borough of Lambeth

Unitary Development Plan (2007): Policies saved beyond 5 August 2010 and not superseded by the Core Strategy (2011)).

4. At no time shall any ball games be played within open external areas within the site.

Reason: To safeguard the amenity of surrounding residential occupiers, in compliance with Policy 7 of the Unitary Development Plan 2007 – Policies saved beyond 5 August 2010 and not superseded by the Local Development Framework Core Strategy January 2011.

5. No processes shall be carried on or machinery installed which are not such as could be carried on or installed in any residential area without detriment to the amenity of that area by reason of noise, vibration, smell, fumes, smoke soot, ash, dust or grit.

Reason: To safeguard the amenities of the adjoining premises and the area generally.

6. During arrival, breaks and departure external areas shall be supervised, monitored and patrolled to prevent antisocial behaviour and excessive noise disturbance to neighbouring premises.

Reason: To safeguard the amenities of adjoining premises and the area generally, in compliance with Policy 7 of the Unitary Development Plan 2007 – Policies saved beyond 5 August 2010 and not superseded by the Local Development Framework Core Strategy January 2011.

7. An acoustic wall shall be installed between school and nearest residential premises approved in writing by the Local Planning Authority and this condition shall apply notwithstanding any indications as 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 unless otherwise agreed in writing with local planning authority.

Reason: To safeguard the amenities of adjoining premises and the area generally, in compliance with Policy 7 of the Unitary Development Plan 2007 – Policies saved beyond 5 August 2010 and not superseded by the Local Development Framework Core Strategy January 2011.

8. The use and development hereby approved shall not be occupied to implemented as to not prejudice a future connection to a district heating network. Full particulars shall be submitted to and approved by the Local Planning Authority in writing prior to the occupation of the hereby permitted use unless otherwise agreed in writing by the Local Planning Authority. The development should thereafter be occupied in accordance with the details thus approved.

Reason: To ensure that the development has an acceptable level of sustainability (Policy 35 of the London Borough of Lambeth Unitary

Development Plan (2007): Policies saved beyond 5 August 2010 and not superseded by the LDF Core Strategy January 2011, Policy S7 of the London Borough of Lambeth Core Strategy (January 2011) and the Waterloo Area Supplementary Planning Document).

9. Prior to first occupation of the building(s) evidence (e.g. photographs, installation contracts and as-built certificates under the Standard Assessment Procedure should be submitted to the Local Planning Authority and approved in writing to show that the development has been constructed in accordance with the approved energy strategy.

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

10. Prior to occupation a BREEAM pre-assessment demonstrating a strategy that will achieve at least a 'very good'(minimum score 63) must be submitted to and approved in writing by the Local Planning Authority and the development shall be occupied in accordance with the details thus approved.

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

11. No part of the building hereby permitted shall be occupied or used until the provision for cycle parking shown on the application drawings has been implemented in full and the cycle parking shall thereafter be retained solely for its designated use.

Reason: To ensure adequate cycle parking is available on site and to promote sustainable modes of transport (Policy 6.3 of The London Plan (2011), Policy S4 of the Lambeth LDF Core Strategy (2011) and Policies 9 and 14 of the London Borough of Lambeth Unitary Development Plan (2007): Policies saved beyond 5 August 2010 and not superseded by the Core Strategy (2011)).

12. No part of the building hereby permitted shall be occupied or used until a strategy for the management of deliveries and servicing has been submitted to and approved in writing by the Local Planning Authority. Deliveries and servicing shall thereafter be carried out solely in accordance with the approved details. These details shall address the shared student/delivery access way (existing vehicle driveway) and parking, manoeuvring loading and unloading in the internal courtyard area and that area shall not be used for any other purpose, or obstruction in anyway.

Reason: To avoid hazard and obstruction being caused to users of the public highway and manage the shared access and location of the delivery space in

the internal courtyard area (Policy 6.3 of The London Plan (2011), Policy S4 of the Lambeth LDF Core Strategy (2011) and Policies 9 and 14 of the London Borough of Lambeth Unitary Development Plan (2007): Policies saved beyond 5 August 2010 and not superseded by the Core Strategy (2011)).

13. No development shall take place until a method of construction statement has been submitted to and approved in writing by the local planning authority and construction works, including parking, deliveries and storage, shall take place solely in accordance with the approved details.

Reason: To avoid hazard and obstruction being caused to users of the public highway and in the interest of public safety (Policy 6.3 of The London Plan (2011), Policy S4 of the Lambeth LDF Core Strategy (2011) and Policies 9 and 14 of the London Borough of Lambeth Unitary Development Plan (2007): Policies saved beyond 5 August 2010 and not superseded by the Core Strategy (2011)).

14. The access referred to within the approved documents as the auditorium entrance (plan ref: 2552-JW-103 P01) shall be used as the main pupil entrance and exit at peak hours in accordance with the draft School Management Plan for the life of the development unless otherwise agreed in writing by the Local Planning Authority.

Reason: To avoid hazard and obstruction being caused to users of the public highway and in the interest of public safety (Policy 6.3 of The London Plan (2011), Policy S4 of the Lambeth LDF Core Strategy (2011) and Policy 9 of the London Borough of Lambeth Unitary Development Plan (2007): Policies saved beyond 5 August 2010 and not superseded by the Core Strategy (2011)).

15. Prior to the commencement of the hereby permitted use, the applicant shall provide details of a risk assessment and management plan covering community safety/designing out crime principles and safeguarding children, security, access control, CCTV systems and lighting to the Local Planning Authority to be approved in writing. The endorsed details shall be thereafter implemented and maintained for the duration of the use.

Reason: To ensure adequate measures are in place to minimise potential for crime and arrangements are in place to safeguard school students (Policy 32 of the London Borough of Lambeth Unitary Development Plan (2007): Policies saved beyond 5 August 2010 and not superseded by the Core Strategy (2011)).

16. Full details of refuse and recycling storage and collection (including storage buildings/enclosures) shall be submitted to and approved by the Local Planning Authority prior to any works taking place on site and prior to the first term in September 2014.

Reason: To ensure adequate and safe storage and collection of refuse and recycling, in compliance with Policy S8 of the Core Strategy 2011

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. You are advised that this consent is without prejudice to any rights which may be enjoyed by any tenants/occupiers of the premises.
 3. Your attention is drawn to the provisions of the Building Regulations, and related legislation which must be complied with to the satisfaction of the Council's Building Control Officer.
 4. You are advised to consult the Council's Environmental Health Division concerning compliance with any requirements under the Housing, Food, Safety and Public Health and Environmental Protection Acts and any by-laws or regulations made thereunder.
 5. You are advised of the necessity to consult the Council's Streetcare team within the Public Protection Division with regard to the provision of refuse storage and collection facilities.
 6. You are advised of the necessity to consult the Council's Highways team prior to the commencement of construction on 020 7926 9000 in order to obtain necessary approvals and licences prior to undertaking any works within the Public Highway including Scaffolding, Temporary/Permanent Crossovers, Oversailing/Undersailing of the Highway, Drainage/Sewer Connections, Hoarding, Excavations (including adjacent to the highway such as basements, etc), Temporary Full/Part Road Closures, Craneage Licences etc.
 7. You are encouraged to provide renewable energy technologies in accordance with London Plan Policy 5.2 and Lambeth Core Strategy policy S7. If renewable technologies are considered to be financially unviable, the applicant must provide further information demonstrating how this conclusion has been arrived at.
 8. You are advised of the necessity to consult the Principal Highways Engineer of the Highways team at 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.
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