

CITY OF WESTMINSTER			
PLANNING APPLICATIONS COMMITTEE	Date 8 December 2015	Classification For General Release	
Report of Director of Planning		Wards involved Vincent Square	
Subject of Report	Denison House, 292 Vauxhall Bridge Road, London, SW1V 1AE		
Proposal	Use of part ground and part first floors for either retail (Class A1), financial and professional services (Class A2) or restaurant (Class A3) use; part ground, part first floor and second to ninth floors to provide 26 residential flats (Class C3) and basement for plant, car and cycle parking; erection of a roof extension and plant room; installation of photovoltaic panels at roof level and associated external alterations to the facades including of inset balconies at second to ninth floors levels.		
Agent	Turley		
On behalf of	The Press Association		
Registered Number	15/05777/FULL	TP / PP No	TP/6436
Date of Application	26.06.2015	Date amended/ completed	08.09.2015
Category of Application	Major		
Historic Building Grade	Unlisted		
Conservation Area	Outside Conservation Area		
Development Plan Context - London Plan July 2011 - Westminster's City Plan: Strategic Policies 2013 - Unitary Development Plan (UDP) January 2007	Within London Plan Central Activities Zone Within Core Central Activities Zone		
Stress Area	Outside Stress Area		
Current Licensing Position	Not Applicable		

1. RECOMMENDATION

1. Grant conditional permission subject to a S106 legal agreement to secure the following:

- a) A financial contribution of £2,150,000 (index linked and payable on commencement of development) towards the Council's affordable housing fund;
- b) Free lifetime (25 years) car club membership for residents of the development;
- c) unallocated parking;
- d) The costs of monitoring the S106 legal agreement.

2. If the legal agreement has not been completed within six weeks of the date of the Committee resolution then:

a) The Director of Planning shall consider whether the permission can be issued with additional conditions attached to secure the benefits listed above. If this is possible and appropriate the Director of Planning is authorised to determine and issue such a decision under Delegated Powers; however, if not

b) The Director of Planning shall consider whether permission should be refused on the grounds that it has not proved possible to complete an agreement within the appropriate timescale, and that the proposals are unacceptable in the absence of the benefits that would have been secured; the Director of Planning is authorised to determine the application and agree appropriate reasons for refusal under Delegated Powers.





DENISON HOUSE, 292 VAUXHALL BRIDGE ROAD, SW1

2. SUMMARY

Denison House is located at the north eastern end of Vauxhall Bridge Road and is bounded by Kings Scholars Passage to the rear. The building is unlisted and is not located within a conservation area. Permission is sought for the use of part ground and part first floors for either retail (Class A1), financial and professional services (Class A2) or restaurant (Class A3) use; part ground, part first floor and the second to ninth floors to provide 26 residential flats (Class C3) and basement for plant, car and cycle parking; erection of a roof extension and plant room; installation of photovoltaic panels at roof level and associated external alterations to the facades including inset balconies at second to ninth floors levels.

The key issues for consideration are:

- * The impact on the character and appearance of this part of the city.
- * The impact on the amenity of neighbouring residential occupiers.

Subject to conditions and a S106 agreement, the proposed development is considered acceptable in land use, design, amenity and highways terms and to comply with relevant policies in Westminster's City Plan: Strategic Policies (the City Plan) and the Unitary Development Plan (UDP).

3. CONSULTATIONS

ENVIRONMENT AGENCY

No objection.

TRANSPORT FOR LONDON

Vauxhall Bridge Road forms part of the Transport for London Road Network. Request conditions requiring a Construction Logistics Plan, Delivery and Servicing Plan and ensuring no doors open over the highway.

WESTMINSTER SOCIETY

No objection to design or use of the location for residential purposes. However, some form of affordable housing should be proposed, either on site, off site or a contribution in lieu to the affordable housing fund.

HIGHWAYS PLANNING MANAGER

The three off-street car parking spaces and the offer of car club membership is insufficient to deal with the car parking demand generated by the development. Car parking should be made available on an unallocated basis. Cycle parking, waste storage, a Car Lift and Turntables Maintenance Management Plan should be secured by condition.

ENVIRONMENTAL HEALTH

Supplementary acoustic reports are required to ensure that plant noise emission levels and internal noise levels meet the required standards. Amendments required to the internal layout to meet acceptable fire safety standards.

ADJOINING OWNERS/OCCUPIERS AND OTHER REPRESENTATIONS

No. Consulted: 143; Total No. of Replies: 13.

13 letters of objection have been received from or on behalf of residents in the adjoining flats, raising the following concerns:

Land Use

- * Single aspect units offer poor standard of residential accommodation

Amenity

- * Noise from additional deliveries, servicing and new residential entrance in Kings Scholars Passage
- * Noise and disturbance from use of new balconies on Kings Scholars Passage
- * Overlooking and loss of privacy due to change of use of building to residential and new balconies
- * Increased sense of enclosure, loss of light and overshadowing caused by roof extension

Design

- * Detrimental impact on setting of adjacent Westminster Cathedral Conservation Area and Carlisle Mansions
- * Balconies out of character with Kings Scholars Passage

Highways

- * New A1/A2/A3 retail will generate additional deliveries and servicing in Kings Scholars Passage
- * Proposals will increase demand for on-street parking and exacerbate parking situation in the area.

Other

- * Concerns about impact on drainage and flood risk issues

ADVERTISEMENT/SITE NOTICE: Yes.

4. BACKGROUND INFORMATION

4.1 The Application Site

Denison House is unlisted and is not located within a conservation area. The building is located at the north end of Vauxhall Bridge Road on the eastern side. The site is located within the Core Central Activities Zone (CAZ).

The building comprises basement, ground and seven upper floors plus roof plant and is currently occupied as offices by the Press Association. The seventh floor is set back with rooftop plant enclosures above. The building has a frontage on Vauxhall Bridge Road which is a TfL Red Route and to the rear onto Kings Scholars Passage. The Kings Scholars Passage frontage provides pedestrian access and vehicle access via a lift for basement car parking.

4.2 Relevant History

Planning permission was granted in 1989 for construction of an office building on the site. The permission included the provision of four residential flats at seventh floor level. Two of these flats still exist and are used on an occasional basis by employees of the Press Association. The remainder of the seventh floor is offices.

5. THE PROPOSAL

Permission is sought for the use of part ground and part first floors for either retail (Class A1), financial and professional services (Class A2) or restaurant (Class A3) use; part ground, part first floor and second to ninth floors to provide 26 residential flats (Class C3) and basement for

plant, car and cycle parking; erection of a roof extension and plant room; installation of photovoltaic panels at roof level and associated external alterations to the facades including inset balconies at second to ninth floors levels.

6. DETAILED CONSIDERATIONS

6.1 Land Use

The table below provides a breakdown of existing and proposed floorspace.

Use	Existing (m2)	Proposed (m2)	Change (m2)
Office (Class B1)	4,029	0	-4,029
Residential (Class C3)	205	4,720	+4,515
Car Park	170	228	+58
Plant (Class A1/A2/A3)	1108	1190	+82
	0	573	+573
Total	5,512	6,711	+1,199

6.1.1 Residential Use

The scheme would provide 26 market residential flats which would be accessed from the Kings Scholars Passage frontage. The provision of new residential accommodation is supported under Policies S14 of the City Plan and H3 of the UDP which encourage developments that add to the general housing stock.

The application was submitted prior to 1 September 2015 and the City Council's change of approach to office to residential conversions within the CAZ, so therefore the proposed change of use is considered acceptable in principle.

The size/mix of the residential units is summarised below:

Unit Type	Number	%
2 bed	20	77%
3 bed	4	15%
4 bed	2	8%

The City Council wants to encourage more families to stay and move into Westminster by providing more family sized housing. Policy H5 of the UDP requires that 33% of housing units be family sized (being three or more bedrooms). However, the supporting text to Policy H5 'Providing a Range of Housing Sizes', advocates flexibility in the application of the policy, stating

that 'the City Council may accept a lower level of family accommodation where the proposed housing is located in a very busy, noisy environment'.

In this instance, a greater number of smaller units is not considered inappropriate given the very busy and noisy location of Vauxhall Bridge Road. The proposed dwelling mix includes six family units (three or more bedrooms) which equates to 23% in total.

All units exceed the Mayor's minimum dwelling space standards set out in London Plan. Inset balconies are provided for the majority of the units to provide amenity space for residents. Terraces are also provided in association with the two, four bedroom units. The proposed development has sought to achieve the Lifetime Home Standards and the units comply with Lifetime Homes, where feasible.

Policy ENV 6 of the UDP states that residential developments are required to provide adequate protection from existing background noise and noise from within the development itself. The application includes an acoustic report which examines the impact of new external plant and the internal noise levels for the proposed flats. Environmental Health officers have requested supplementary acoustic reports are submitted to demonstrate that the proposed plant will meet the Council's noise standards and that internal noise standards are satisfactory.

6.1.2 Affordable Housing

The new residential floorspace triggers a requirement for the provision of affordable housing under Policy H4 of the UDP and Policy S16 of the City Plan. Policy S16 of the City Plan requires that, in developments proposing housing of either 10 or more additional units or more than 1,000m² of additional residential floorspace, affordable housing should be provided.

Policy S16 requires affordable housing to be provided on-site but where this is not practicable or viable, cascade options allow for it to be provided off-site in the vicinity or possibly beyond the vicinity. The supporting text to this policy notes that financial contributions in lieu of affordable housing provision is an option the Council will only accept if the cascade options have been thoroughly explored and proved impracticable or unfeasible.

In this case the additional 4,515m² of residential floorspace proposed would require the provision of 1,129m² or 14 units of affordable housing.

The applicant's case is that providing affordable housing on site will render their development unviable and they have produced a viability report to support their position. The City Council's independent consultants have reviewed the findings of the applicant's report and agree that it would not be practicable or viable to provide affordable housing on site. It is therefore accepted that it would be appropriate to consider an affordable housing payment in lieu. The policy compliant contribution in this case would be £3,629,237.

The applicant originally offered £390,000. The Council's consultant assessed the applicant's viability case and concluded that the applicant should be able to make a contribution of £2,816,102 in lieu of affordable housing. This amount was disputed and a counter offer to this was put forward by the applicant's consultants. Following further discussion between applicant's consultants and the City Council's consultants a compromise was agreed midway between these figures at £2.15m.

The applicant has accordingly offered to make a financial contribution of £2,150,000 towards affordable housing, which given the City Council's consultant's advice is considered acceptable in this instance.

6.1.3 A1/A2/A3 Use

Permission is sought for either A1/A2/A3 use of the two units proposed at part ground and part first floor level.

The proposed retail floorspace is encouraged in line with Policy S6 and it would provide an active frontage which is welcomed in line with Policy S4. A condition is recommended to ensure that the unit is not occupied by a food retail supermarket on the grounds of highways safety and protecting residential amenity. Refer to Section 6.4.3 of this report.

If both of the units were occupied as A3 uses the proposed total floorspace in restaurant use would be 573m², therefore Policy TACE 10 is relevant. Any new entertainment uses over 500m² must be assessed against TACE 10 which states that such uses are only permissible in 'exceptional circumstances'.

It must be noted, however, that Policy TACE 10 was adopted prior to the publication of the National Planning Policy Framework (NPPF). Although the policy still holds weight as a saved policy, the NPPF has impacted on the assessment of larger entertainment uses because it is no longer sufficient for the City Council to argue that a use would not satisfy any of the TACE10 criteria. The Council must identify the specific harm that would be caused if it were to refuse an application and explain why it would be contrary to sustainable development objectives.

In economic terms the proposed uses would result in the loss of office floorspace but new jobs would be created to compensate this impact. The restaurant and café would add to the diversity of uses and services in the area.

In environmental terms there is a comprehensive plan proposed for the storage and collection of waste that will be undertaken from Kings Scholars Passage.

It is accepted that there would be a degree of impact on the social realm. The restaurant in particular would result in increased pedestrian and vehicle movements in the evening which contrasts with typical patterns of office use. These impacts are considered in more detail at paragraphs 6.3 and 6.4 but unless the additional movements would result in 'significant adverse impacts on health and quality of life' as set out in paragraph 123 of the NPPF, it is not considered that the proposed use would result in significant social harm that would be contrary to the overarching principle of the NPPF to promote sustainable development.

Given the nature of the location fronting Vauxhall Bridge Road and the proximity of other A3 uses in the immediate vicinity the restaurant use is considered acceptable in this instance. A condition is recommended to require the submission of details of the ventilation and extraction system which will be required to get rid of cooking smells.

Subject to conditions to control the hours of operation of the restaurant use, the number of customers and details of the ventilation and extraction system, it is not considered that the use would adversely affect residential amenity, local environmental quality, or the character or function of the surrounding area. The proposed restaurant is therefore considered acceptable in terms of Policy TACE10 of the UDP.

6.2 Design and Conservation

Located on the east side of Vauxhall Bridge Road, the application site is a 1980s office building which lies outside of a designated conservation area, but is within the immediate setting of the Westminster Cathedral Conservation Area to the east. Comprising basement, ground and seven upper storeys the building is comparable in scale to the developments directly to the north and opposite on the western side of Vauxhall Bridge Road, however, it towers above the smaller scale more traditional terrace to the south.

Proposals include refurbishing the building, including remodelling its façade and constructing an additional storey to provide a mixed use scheme offering retail at ground and first floor levels with residential above. Plant currently located at roof level will be located within the basement, however, additional new plant is also proposed within an enclosure at roof level.

Within a mixed townscape such as this, the remodelling of the building's principal facade, which is undoubtedly of its time, is not opposed. The general design approach is to introduce a uniform building line and more conventional building form to the principal facade. The building is composed of a cast stone frame, expressing double height apertures with deep set reveals. Bronze framed windows and cast iron balconies articulate each floor level. At street level double height, recessed shop fronts define the retail provision.

The principal elevation incorporates a decorative frieze which delineates the top of the building, with a further recessed two storey addition and a plant room above. The flat roof addition is considered to be in keeping and represent a subdued roof form. The resulting nine storey building is taller than its neighbour to the north but comparable to opposing developments on Vauxhall Bridge Road.

The brick rear facade fronting Kings Scholars Passage is to remain largely as existing with remodelled fenestration details and the introduction of balconies, which have been revised during the course the application to be set within the reveals created by the existing brick piers so not to protrude from the established building line and be more in keeping with the restrained character of Kings Scholars Passage.

It is considered that the proposed building is of high architectural quality and will add interest to this part of Victoria. It is considered to comply with the City Council's urban design and conservation policies including City Plan Policies S28 and DES 1, DES 4 and DES 10 of the UDP.

6.3 Amenity

Policy ENV13 of the UDP states that the Council will resist proposals that would result in a material loss of daylight/sunlight, particularly to dwellings, and that developments should not result in a significant increased sense of enclosure, overlooking or cause unacceptable overshadowing. Similarly, Policy S29 of the City Plan aims to protect the amenity of residents from the effects of development.

There are residential properties approximately 10m to the rear of the site on Kings Scholars Passage. Objections have been received from residents of Carlisle Mansions on the grounds of loss of light, loss of privacy and noise.

6.3.1 Daylight and Sunlight

In terms of daylight, VSC is a measure of the amount of sky visible from the centre point of a window on its outside face. If this achieves 27% or more, the BRE advise that the window will have the potential to provide good levels of daylight. The guidelines also suggest that reductions from existing values of more than 20% should be avoided as occupiers are likely to notice the change.

In terms of sunlight, the BRE guidance states that if any window receives more than 25% of the Annual Probable Sunlight Hours (APSH where total APSH is 1486 hours in London), including at least 5% during winter months (21 September to 21 March) then the room should receive enough sunlight. The BRE guide suggests that any reduction in sunlight below this level should

be kept to a minimum. If the proposed sunlight is below 25% (and 5% in winter) and the loss is greater than 20% either over the whole year or just during winter months, then the occupants of the existing building are likely to notice the loss of sunlight.

Objections have been received on the grounds that the proposed increase in height will result in a loss of daylight and sunlight for the neighbouring properties to the rear of the site, namely Carlisle Mansions. The applicant has undertaken a daylight and sunlight assessment in accordance with the BRE guidelines. The properties included in the assessment are 76-85 Carlisle Mansions and St Vincent's Centre

Although the VSC results show that the majority of windows tested within 76-85 Carlisle Mansions adhere to the BRE guidelines in terms of daylight, there will be reductions to the VSC value beyond that recommended in the BRE guidelines to 13 windows. However, these windows only just fall below the guidelines, with former values ranging between 0.73 - 0.77. The VSC results for St. Vincent's Centre show that over half of the windows tested adhere to the BRE guidelines. With the exception of three windows, the remaining windows have former values ranging between 0.70 - 0.79. Many of the windows are enclosed by two elevations of St. Vincent's Centre, which restricts natural light, making the windows much more reliant on light from over the top of existing site.

Due to the existing massing of King Scholars Passage, it is difficult to obtain the sunlight targets set out in the BRE guidelines. In terms of sunlight there will be reductions to the APSH value beyond that recommended in the BRE guidelines to two windows within 76 - 85 Carlisle Mansions. The two windows that do not fully comply are located in the recessed areas of the property which already have lower sunlight availability. There will be reductions to the APSH value beyond that recommended in the BRE guidelines to 30 windows within St. Vincent's Centre. However, a large majority of the windows that fall below the sunlight test do not directly face the development site.

The daylight and sunlight results for 76-85 Carlisle Mansions show that the majority of the rooms tested adhere to the BRE guidelines. The windows/rooms that do not adhere mostly fall just below the BRE guideline recommendations for ratio reductions of 0.8. The rooms which fall below the guidelines are recessed which serve to diminish the potential daylight they can receive in the existing condition and therefore it is inevitable to have some reductions greater than the BRE guidelines where existing levels are already well below the BRE guidelines recommendations.

The results for St Vincent's Centre shows the majority of the windows and rooms tested adhere to the BRE guidelines for daylight and sunlight. In most cases, the rooms that do not adhere only

just fall below the guidelines recommendations. There are low levels of daylight and sunlight in the existing condition at the basement and ground floor levels which can skew the ratio reduction tests, whereby even a small reduction in daylight might appear to be a large reduction, when in reality it is imperceptible. As with Carlisle Mansions, the existing recessed/courtyard design of the St. Vincent's Centre serve to reduce the daylight to the existing windows/rooms.

The design of the proposed roof extension has evolved as a response to limit the daylight and sunlight impact on neighbouring properties. Given the urban context and the existing massing of adjoining buildings the proposed development is not considered to have a sufficiently harmful impact on daylight and sunlight to justify refusal of planning permission.

6.3.2 Privacy, Sense of Enclosure and Noise

In terms of privacy, objections have been received on the grounds that there will be increased overlooking and a loss of privacy from the balconies along the rear elevation on Kings Scholars Passage. The balconies have been revised during the course the application to be set within the reveals created by the exiting brick piers so not to protrude from the established building line and will consequently have a depth of approximately 0.6m which will serve to limit activity along this elevation. Given the limited depth of each balcony it is not considered that they are likely to be a cause undue noise and nuisance for neighbouring residents.

Given the windows already exist in the rear elevation of the building, albeit serving the office occupiers at present, and as this is a dense urban location where overlooking is not uncommon it is not considered that the proposals would lead to an unacceptable loss of privacy or increase in noise to neighbouring residential occupiers.

With regard to concerns about increased sense of enclosure, the additional height created by extending the building amounts to approximately eight metres at its highest point. It is considered that the resulting relationship between the extended building and neighbouring buildings would not result in an increased sense of enclosure sufficient to justify refusing the application.

New plant is proposed at basement and roof level. Environmental Health officers have confirmed that they have no objection subject to the Council's standard noise conditions and the submission of a supplementary acoustic report once the plant items have been chosen. Subject to these conditions, it is considered that the plant will not result in noise nuisance or a loss of residential amenity.

6.4 Transportation/Servicing

6.4.1 Car Parking

Objections have been received on the grounds that the proposed residential use will increase pressure on parking and servicing in the surrounding area.

The Highways Planning Manager has objected to the shortfall of off-street car parking spaces. Policy TRANS23 relates to off-street parking for residential development and states that the Council will normally consider there to be a serious deficiency where additional demand would result in 80% or more of available legal on-street parking spaces. The evidence of the Council's most recent parking survey in 2011 indicates that parking occupancy of legal parking spaces within a 200m radius of the site is 57% at night and 83% during the day.

Car parking spaces associated with the site, currently located in the basement level, are to be retained and is the car lift which provides access to the basement from Kings Scholars Passage. It is recommended that a traffic management and maintenance strategy for the car lift is to be secured by condition to ensure access to the parking spaces can be achieved and retained and that the three car parking spaces are provided on an unallocated basis are secured through the S106.

The applicant has offered car club membership (25 years) to residents of the development which is also to be secured through the legal agreement. Given that the site is highly accessible by public transport, the proposed measures are considered sufficient to meet the car parking demands of the future residents of the development.

6.4.2 Cycle Parking

The proposed development incorporates 54 cycle parking spaces at basement level for the residential element of the scheme and 4 in relation to the flexible A1/A2/A3 units, in accordance with the London Plan. A shower is also provided in the basement to cater for the staff associated with the commercial units. A condition is recommended to secure the residential and A1/A2/A3 units cycle parking.

6.4.3 Servicing

Policy TRANS 20 states that the City Council will require convenient access to all premises for servicing vehicles and will, in most cases, require that the servicing needs of authorised development are adequately accommodated on-site and off-street.

It is proposed that servicing for the building would take place on Vauxhall Bridge Road where it does at present with two existing service bays nearby. The Highways Planning Manager and TfL do not object to this in principle subject to a Delivery and Servicing Management Plan being secured by condition.

There is some concern the ground/first floor retail units could be used as a food retail supermarket. This is on the basis of the unknown impact such a use could have on the highway and residential amenity. It is considered reasonable to recommend a condition to prevent the occupancy of the units by a food retail supermarket which would have been possible through implementation of the A1 retail use or through permitted development rights.

Subject to conditions restricting the use and requiring submission for approval of a Delivery and Servicing Management Plan, the proposals are considered compliant with Policy TRANS20.

6.4.4 Refuse Accommodation

The waste store for the residential and commercial occupiers will be stored separately at basement level. The building management will transfer the waste via a dedicated service lift to the ground floor for collection at the designated time. The Cleansing Manager is satisfied with the refuse arrangements and it is recommended these can be secured by condition.

6.5 Economic Considerations

The economic benefits generated by the change of use of the existing building to provide new housing and A1/A2/A3 accommodation is welcomed.

6.6 Access

The proposed development has been designed to meet the requirements of the Disability Discrimination Act and incorporates the principles of inclusive design. All the new housing units will meet the Lifetime Homes standards where feasible.

6.7 Other UDP/Westminster Policy Considerations

Not applicable.

6.8 London Plan/National Planning Policy Framework and Guidance

Central Government's National Planning Policy Framework (NPPF) came into effect on 27 March 2012. It sets out the Government's planning policies and how they are expected to be applied. The NPPF has replaced almost all of the Government's existing published planning policy statements/guidance as well as the circulars on planning obligations and strategic planning in London. It is a material consideration in determining planning applications.

Until 27 March 2013, the City Council was able to give full weight to relevant policies in the Core Strategy and London Plan, even if there was a limited degree of conflict with the framework. The

City Council is now required to give due weight to relevant policies in existing plans "according to their degree of consistency" with the NPPF. Westminster's City Plan: Strategic Policies was adopted by Full Council on 13 November 2013 and is fully compliant with the NPPF. For the UDP, due weight should be given to relevant policies according to their degree of consistency with the NPPF (the closer the policies in the plan to the NPPF, the greater the weight that may be given).

The UDP policies referred to in the consideration of this application are considered to be consistent with the NPPF unless stated otherwise.

6.9 Planning Obligations

On 6 April 2010 the Community Infrastructure Levy (CIL) Regulations came into force which make it unlawful for a planning obligation to be taken into account as a reason for granting planning permission for a development, or any part of a development, whether there is a local CIL in operation or not, if the obligation does not meet all of the following three tests:

- a. a) necessary to make the development acceptable in planning terms;
- b. b) directly related to the development;
- c. c) fairly and reasonably related in scale and kind to the development.

Policy S33 of the City Plan relates to planning obligations. It states that the Council will require mitigation of the directly related impacts of the development; ensure the development complies with policy requirements within the development plan; and if appropriate, seek contributions for supporting infrastructure. Planning obligations and any CIL contributions will be sought at a level that ensures that the overall delivery of appropriate development is not compromised.

From 06 April 2015, the Community Infrastructure Levy Regulations (2010 as amended) impose

restrictions on the use of planning obligations requiring the funding or provision of a type of infrastructure or a particular infrastructure project. Where five or more obligations relating to planning permissions granted by the City Council have been entered into since 06 April 2010 which provide for the funding or provision of the same infrastructure types or projects, it is unlawful to take further obligations for their funding or provision into account as a reason for granting planning permission. These restrictions do not apply to funding or provision of non-infrastructure items (such as affordable housing) or to requirements for developers to enter into agreements under section 278 of the Highways Act 1980 dealing with highway works. The recommendations and detailed considerations underpinning them in this report have taken these restrictions into account.

The City Council has consulted on the setting of its own Community Infrastructure Levy, which is likely to be introduced later in 2015. In the interim period, the City Council has issued interim guidance on how to ensure its policies continue to be implemented and undue delay to development avoided. This includes using the full range of statutory powers available to the council and working pro-actively with applicants to continue to secure infrastructure projects by other means, such as through incorporating infrastructure into the design of schemes and co-ordinating joint approaches with developers.

For reasons outlined elsewhere in this report, a S106 legal agreement will be required to secure the following:

The Heads of Terms of the legal agreement are proposed to cover the following issues:

- i) A financial contribution of £2,150,000 (index linked and payable on commencement of development) towards the City Council's affordable housing fund;
- ii) free lifetime (25 years) car club membership for residents of the development;
- iii) unallocated car parking;
- iv) costs of monitoring the S106 legal agreement.

6.10 Sustainability

Policy S40 of the City Plan considers renewable energy and states that all major development throughout Westminster should maximise on-site renewable energy generation to achieve at least 20% reduction of carbon dioxide emissions, and where feasible, towards zero carbon emissions, except where the Council considers that it is not appropriate or practicable due to the local historic environment, air quality and/or site constraints. The London Plan sets out in Policy 5.2 that all major development schemes should achieve a 40% carbon reduction improvement on the 2010 Building Regulations.

The total carbon emissions reduction beyond Building Regulations Part L 2013 is 35% which is achieved through a number of passive design and energy efficient measures, in addition to air source heat pumps and photovoltaic panels. The proposed development seeks to achieve BREEAM 'Very Good' and will investigate the potential to achieve 'Excellent' in the design process. The basement car parking spaces have also been designed with electric recharging infrastructure. It is accepted that opportunities to implement further sustainability measures are limited as the proposed development seeks to retain the existing structure of the building.

6.11 Conclusion

The application is considered acceptable in land use, design and amenity terms, in accordance with Policies S14, S25, S28 and S29 of the City Plan and Policies H3, ENV6, ENV13, DES1, DES5 and TRANS23 of our UDP, subject to the conditions set out in the draft decision letter and S106 agreement to secure a payment in lieu of affordable housing, free car club membership for residents and unallocated car parking.

BACKGROUND PAPERS

1. Application form
2. Letter from Environment Agency dated 2 September 2015.
3. Emails from Transport for London dated 21 August 2015.
4. Letter from Westminster Society dated 11 August 2015.
5. Memorandum from Highways Planning Manager dated 5 August 2015.
6. Memorandum from Environmental Health dated 17 August 2015.
7. Letter on behalf of the Cathedral Area Residents Group dated 5 October 2015.
8. Letter of from AHA Planning consultants on behalf of the Management Company CMWL dated 11 August 2015.
9. Letter from owner/occupier of Flat 41a, Carlisle Mansions dated 17 August 2015.
10. Letter from owner/occupier of 57 Carlisle Mansions dated 17 August 2015.
11. Letter from owner/occupier of 84 Carlisle Mansions dated 17 August 2015.
12. Letters from owner/occupier of Flat 68, Carlisle Mansions dated 18 August 2015 and 25 September 2015.
13. Letter from owner/occupier of 84 Carlisle Mansions dated 18 August 2015.
14. Letter from owner/occupier of 56 Carlisle Mansions dated 18 August 2015.
15. Letter from owner/occupier of 80 Carlisle Mansions dated 19 August 2015.
16. Letter from owner/occupier of 18 Carlisle Mansions dated 19 August 2015.
17. Letter from owner/occupier of 83 Carlisle Mansions dated 19 August 2015.
18. Letter from owner/occupier of 27 Old Gloucester Street dated 20 August 2015.
19. Letter from owner/occupier of 29 Evelyn Mansions dated 3 September 2015.

IF YOU HAVE ANY QUERIES ABOUT THIS REPORT OR WISH TO INSPECT ANY OF THE BACKGROUND PAPERS PLEASE CONTACT AMANDA JACKSON ON 020 7641 2934 OR BY E-MAIL – ajackson@westminster.gov.uk

DRAFT DECISION LETTER

- Address:** Denison House, 292 Vauxhall Bridge Road, London, SW1V 1AE
- Proposal:** Use of part ground and part first floors for either retail (Class A1), financial and professional services (Class A2) or restaurant (Class A3) use; part ground, part first floor and second to ninth floors to provide 26 residential flats (Class C3) and basement for plant, car and cycle parking; erection of a roof extension and plant room; installation of photovoltaic panels at roof level and associated external alterations to the facades including of inset balconies at second to ninth floors levels.
- Plan Nos:** P0100; P0100 Rev 01; P0200; P1010; P1011; P1012; P1110; P1210; P2010 rev 01; P2011 rev 01; P2012 rev 01; P2110 rev 01; P2210 rev 01; Design and Access Statement dated June 2015 (in part); Planning Statement dated June 2015; Environmental Noise Survey and Noise Impact Assessment Report 21260/NIA1 dated 10 June 2015, prepared by Hann Tucker Associates; Daylight and Sunlight Report dated 12 June 2015, prepared by Anstey Horne; Transport Statement dated June 2015, prepared by Steer Davies Gleave; Flood Risk Assessment dated June 2015, prepared by Ramboll Environ; Ventilation/Extraction Statement Report dated June 2015, prepared by hurleypalmerflatt.

Case Officer: Sebastian Knox

Direct Tel. No. 020 7641 4208

Recommended Condition(s) and Reason(s)

- 1 The development hereby permitted shall be carried out in accordance with the drawings and other documents listed on this decision letter, and any drawings approved subsequently by the City Council as local planning authority pursuant to any conditions on this decision letter.

Reason:

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

- 2 You must carry out any building work which can be heard at the boundary of the site only:

- * between 08.00 and 18.00 Monday to Friday;
- * between 08.00 and 13.00 on Saturday; and
- * not at all on Sundays, bank holidays and public holidays.

Noisy work must not take place outside these hours. (C11AA)

Reason:

To protect the environment of neighbouring residents. This is as set out in S29 and S32 of Westminster's City Plan: Strategic Policies adopted November 2013 and ENV 6 of our Unitary Development Plan that we adopted in January 2007. (R11AC)

- 3 All new work to the outside of the building must match existing original work in terms of the choice of materials, method of construction and finished appearance. This applies unless differences are shown on the drawings we have approved or are required by conditions to this permission. (C26AA)

Reason:

To make sure that the appearance of the building is suitable and that it contributes to the character and appearance of the area. This is as set out in S28 of Westminster's City Plan: Strategic Policies adopted November 2013 and DES 1 and DES 5 or DES 6 or both of our Unitary Development Plan that we adopted in January 2007. (R26AD)

- 4 You must apply to us for approval of typical details of the following parts of the development, including elevation and section drawings scaled at 1:50 or 1:100 as appropriate -
- a) windows,
 - b) window surrounds,
 - c) entrance doors,
 - d) shopfronts.
- You must not start any work on these parts of the development until we have approved what you have sent us.

You must then carry out the work according to these drawings. (C26DB)

Reason:

To make sure that the appearance of the building is suitable and that it contributes to the character and appearance of the area. This is as set out in S28 of Westminster's City Plan: Strategic Policies adopted November 2013 and DES 1 and DES 5 or DES 6 or both of our Unitary Development Plan that we adopted in January 2007. (R26AD)

- 5 You must apply to us for approval of typical details of the following parts of the development, including elevation and section drawings scaled at 1:50 or 1:100 as appropriate - the roof plant enclosure and material.
- You must not start any work on these parts of the development until we have approved what you have sent us.

You must then carry out the work according to these drawings. (C26DB)

Reason:

To make sure that the appearance of the building is suitable and that it contributes to the character and appearance of the area. This is as set out in S28 of Westminster's City Plan: Strategic Policies adopted November 2013 and DES 1 and DES 5 or DES 6 or both of our Unitary Development Plan that we adopted in January 2007. (R26AD)

- 6 You must apply to us for approval of detailed drawings and sections at 1:5 of the following parts of the development:
- a) the cast-iron metal work to the balconies;
 - b) the cast-iron canopy;
 - c) the decorative frieze.

You must not start any work on these parts of the development until we have approved what you have sent us.

Reason:

To make sure that the appearance of the building is suitable and that it contributes to the character and appearance of the area. This is as set out in S28 of Westminster's City Plan: Strategic Policies adopted November 2013 and DES 1 and DES 5 or DES 6 or both of our Unitary Development Plan that we adopted in January 2007. (R26AD)

- 7 You must apply to us for approval of samples of the facing materials you will use, including glazing, and elevations and roof plans annotated to show where the materials are to be located. You must not start any work on these parts of the development until we have approved what you have sent us. You must then carry out the work using the approved materials. (C26BC)

Reason:

To make sure that the appearance of the building is suitable and that it contributes to the character and appearance of the area. This is as set out in S28 of Westminster's City Plan: Strategic Policies adopted November 2013 and DES 1 and DES 5 or DES 6 or both of our Unitary

Development Plan that we adopted in January 2007. (R26AD)

- 8 You must provide each cycle parking space shown on the approved drawings prior to occupation. Thereafter the cycle spaces must be retained and the space used for no other purpose without the prior written consent of the local planning authority.

Reason:

To provide cycle parking spaces for people using the development as set out in TRANS 10 of our Unitary Development Plan that we adopted in January 2007.

- 9 You must provide the waste stores shown on drawing P2010 rev 01 before anyone moves into the property and/or before occupation of the A1/A2/A3 units commences. You must clearly mark them and make them available at all times to everyone using the residential units and/or the A1/A2/A3 units. You must store waste inside the property and only put it outside just before it is going to be collected. You must not use the waste stores for any other purpose. (C14DC)

Reason:

To protect the environment and provide suitable storage for waste and materials for recycling as set out in S44 of Westminster's City Plan: Strategic Policies adopted November 2013 and ENV 12 of our Unitary Development Plan that we adopted in January 2007. (R14CC)

- 10 (1) Where noise emitted from the proposed plant and machinery will not contain tones or will not be intermittent, the 'A' weighted sound pressure level from the plant and machinery (including non-emergency auxiliary plant and generators) hereby permitted, when operating at its noisiest, shall not at any time exceed a value of 10 dB below the minimum external background noise, at a point 1 metre outside any window of any residential and other noise sensitive property, unless and until a fixed maximum noise level is approved by the City Council. The background level should be expressed in terms of the lowest LA90, 15 mins during the proposed hours of operation. The plant-specific noise level should be expressed as LAeqTm, and shall be representative of the plant operating at its maximum.

(2) Where noise emitted from the proposed plant and machinery will contain tones or will be intermittent, the 'A' weighted sound pressure level from the plant and machinery (including non-emergency auxiliary plant and generators) hereby permitted, when operating at its noisiest, shall not at any time exceed a value of 15 dB below the minimum external background noise, at a point 1 metre outside any window of any residential and other noise sensitive property, unless and until a fixed maximum noise level is approved by the City Council. The background level should be expressed in terms of the lowest LA90, 15 mins during the proposed hours of operation. The plant-specific noise level should be expressed as LAeqTm, and shall be representative of the plant operating at its maximum.

(3) Following installation of the plant and equipment, you may apply in writing to the City Council for a fixed maximum noise level to be approved. This is to be done by submitting a further noise report confirming previous details and subsequent measurement data of the installed plant, including a proposed fixed noise level for approval by the City Council. Your submission of a noise report must include:

- (a) A schedule of all plant and equipment that formed part of this application;
- (b) Locations of the plant and machinery and associated: ducting; attenuation and damping equipment;
- (c) Manufacturer specifications of sound emissions in octave or third octave detail;
- (d) The location of most affected noise sensitive receptor location and the most affected window of it;
- (e) Distances between plant & equipment and receptor location/s and any mitigating features that may attenuate the sound level received at the most affected receptor location;
- (f) Measurements of existing LA90, 15 mins levels recorded one metre outside and in front of the window referred to in (d) above (or a suitable representative position), at times when background

noise is at its lowest during hours when the plant and equipment will operate. This acoustic survey to be conducted in conformity to BS 7445 in respect of measurement methodology and procedures;

(g) The lowest existing L A90, 15 mins measurement recorded under (f) above;

(h) Measurement evidence and any calculations demonstrating that plant and equipment complies with the planning condition;

(i) The proposed maximum noise level to be emitted by the plant and equipment.

Reason:

Because existing external ambient noise levels exceed WHO Guideline Levels, and as set out in ENV 6 (1), (6) and (8) and ENV 7 (A)(1) of our Unitary Development Plan that we adopted in January 2007, so that the noise environment of people in noise sensitive properties is protected, including the intrusiveness of tonal and impulsive sounds; and as set out in S32 of Westminster's City Plan: Strategic Policies adopted November 2013, by contributing to reducing excessive ambient noise levels. Part (3) is included so that applicants may ask subsequently for a fixed maximum noise level to be approved in case ambient noise levels reduce at any time after implementation of the planning permission.

- 11 No vibration shall be transmitted to adjoining or other premises and structures through the building structure and fabric of this development as to cause a vibration dose value of greater than 0.4m/s (1.75) 16 hour day-time nor 0.26 m/s (1.75) 8 hour night-time as defined by BS 6472 (2008) in any part of a residential and other noise sensitive property.

Reason:

As set out in ENV6 (2) and (6) of our Unitary Development Plan that we adopted in January 2007, to ensure that the development is designed to prevent structural transmission of noise or vibration.

- 12 You must apply to us for approval of details of a supplementary acoustic report demonstrating that the plant will comply with the Council's noise criteria as set out in Condition 10 of this permission. You must not start work on this part of the development until we have approved what you have sent us.

Reason:

Because existing external ambient noise levels exceed WHO Guideline Levels, and as set out in ENV 6 (1), (6) and (8) and ENV 7 (A)(1) of our Unitary Development Plan that we adopted in January 2007, so that the noise environment of people in noise sensitive properties is protected, including the intrusiveness of tonal and impulsive sounds; and as set out in S32 of Westminster's City Plan: Strategic Policies adopted November 2013, by contributing to reducing excessive ambient noise levels.

- 13 The design and structure of the development shall be of such a standard that it will protect residents within it from existing external noise so that they are not exposed to levels indoors of more than 35 dB LAeq 16 hrs daytime and of more than 30 dB LAeq 8 hrs in bedrooms at night.

Reason:

As set out in ENV6 (4) of our Unitary Development Plan that we adopted in January 2007, and the related Policy Application at sections 9.84 to 9.87, in order to ensure that design, structure and acoustic insulation of the development will provide sufficient protection for residents of the development from the intrusion of external noise.

- 14 The design and structure of the development shall be of such a standard that it will protect residents within the same building or in adjoining buildings from noise and vibration from the development, so that they are not exposed to noise levels indoors of more than 35 dB LAeq 16 hrs daytime and of more than 30 dB LAeq 8 hrs in bedrooms at night.

Reason:

As set out in ENV6 of our Unitary Development Plan that we adopted in January 2007, and the related Policy Application at section 9.76, in order to ensure that design, structure and acoustic insulation of the development will provide sufficient protection for residents of the same or adjoining buildings from noise and vibration from elsewhere in the development.

- 15 You must apply to us for approval of sound insulation measures and a Noise Assessment Report to demonstrate that the residential units will comply with the Council's noise criteria set out in Condition 13 and 14 of this permission. You must not start work on this part of the development until we have approved what you have sent us. You must then carry out the work according to the details approved before the residential units are occupied and thereafter retain and maintain.

Reason:

Because existing external ambient noise levels exceed WHO Guideline Levels, and as set out in ENV 6 (1), (6) and (8) and ENV 7 (A)(1) of our Unitary Development Plan that we adopted in January 2007, so that the noise environment of people in noise sensitive properties is protected, including the intrusiveness of tonal and impulsive sounds; and as set out in S32 of Westminster's City Plan: Strategic Policies adopted November 2013, by contributing to reducing excessive ambient noise levels.

- 16 The three and four bedroom residential units shown on the approved drawings must be provided and thereafter shall be permanently retained as accommodation which (in addition to the living space) provide three or four separate rooms respectively that are capable of being occupied as bedrooms.

Reason:

To make sure that the development is completed and used as agreed, and to make sure that it meets H5 of our Unitary Development Plan that we adopted in January 2007. (R07AB)

- 17 If the retail (Class A1) or restaurant (Class A3) uses are to be implemented, you must submit a detailed Service Management Plan for the approval of the City Council before occupation of that part of the development. The plan must include details of delivery vehicles, number of deliveries, time of deliveries and how deliveries will be managed. The retail or restaurant use must then operate in accordance with the approved Service Management Plan.

Reason:

To make sure that the use will not cause nuisance for people in the area. This is as set out in S24, S29 and S32 of Westminster's City Plan: Strategic Policies adopted November 2013 and TACE 10 and ENV 6 of our Unitary Development Plan that we adopted in January 2007. (R05GB)

- 18 You must hang all doors or gates so that they do not open over or across the road or pavement. (C24AA)

Reason:

In the interests of public safety and to avoid blocking the road as set out in S41 of Westminster's City Plan: Strategic Policies adopted November 2013 and TRANS 2 and TRANS 3 of our Unitary Development Plan that we adopted in January 2007. (R24AC)

- 19 You must apply to us for approval of detailed drawings and a bio-diversity management plan in relation to the green terrace at ninth and green roof at main roof level to include construction method, layout, species and maintenance regime.

You must not commence works on the relevant part of the development until we have approved what you have sent us. You must carry out this work according to the approved details and

thereafter retain and maintain in accordance with the approved management plan.

Reason:

To protect and increase the biodiversity of the environment, as set out in S38 of Westminster's City Plan: Strategic Policies adopted November 2013 and ENV 17 of our Unitary Development Plan that we adopted in January 2007. (R43CB)

- 20 You must not put any machinery or associated equipment, ducts, tanks, satellite or radio aerials on the roof, except those shown on the approved drawings. (C26PA)

Reason:

Because these would harm the appearance of the building, and would not meet S25 or S28, or both, of Westminster's City Plan: Strategic Policies adopted November 2013 and DES 1 and DES 5 of our Unitary Development Plan that we adopted in January 2007. (R26HC)

- 21 You must not put structures such as canopies, fences, loggias, trellises or satellite or radio antennae on the roof, terraces or balconies. (C26NA)

Reason:

Because these would harm the appearance of the building, and would not meet S25 or S28, or both, of Westminster's City Plan: Strategic Policies adopted November 2013 and DES 1 and DES 5 of our Unitary Development Plan that we adopted in January 2007. (R26HC)

- 22 You must apply to us for approval of details relating to the following part of the development:-

Installation of one active electric vehicle charging point.

You must not start any work on this part of the development until we have approved what you have sent us. You must then implement the approved details prior to first occupation, and thereafter manage and maintain it for the lifetime of the development.

Reason:

To make sure that the development provides the environmental sustainability features included in your application as set out in S28 or S40, or both, of Westminster's City Plan: Strategic Policies adopted November 2013. (R44AC)

- 23 **Pre Commencement Condition.** You must apply to us for approval (in conjunction with TfL) of a Construction Logistics Plan (CLP), as referred to in the London Freight Plan, which proposes mitigation for minimising the impacts of congestion on the local highway network, to be undertaken while developments are being built in accordance with the London Plan policy 6.14 'Freight'.

You must not commence any construction work on site until we have approved what you have sent us.

Reason:

To protect the environment neighbouring occupiers and the area generally as set out in S29 of Westminster's City Plan: Strategic Policies adopted November 2013 and STRA 25, TRANS 23, ENV 5 and ENV 6 of our Unitary Development Plan that we adopted in January 2007.

- 24 You must apply to us for approval (in conjunction with TfL) of a Delivery and Servicing Plan (DSP), as referred to in the London Freight Plan, which identifies efficiency and sustainability measures to be undertaken once developments are operational, in accordance with the London Plan policy 6.14 'Freight'.

You must not allow occupation the part ground and first floor units until we have approved what

you have sent us.

Reason:

To protect the environment neighbouring occupiers and the area generally as set out in S29 of Westminster's City Plan: Strategic Policies adopted November 2013 and STRA 25, TRANS 23, ENV 5 and ENV 6 of our Unitary Development Plan that we adopted in January 2007.

- 25 Details of a Car Lift and Turntables Maintenance Management Plan should be submitted, agreed and followed/maintained for the life of the development, unless a revised strategy is approved by the Local Planning Authority.

Reason:

To ensure the provision and availability of parking spaces for people living in the residential part of the development as set out in STRA 25 and TRANS 23 of our Unitary Development Plan that we adopted in January 2007. (R22BB)

- 26 Notwithstanding the provisions of Class A1 of the Town and Country Planning (Use Classes) Order 1987 as amended April 2005 (or any equivalent class in any order that may replace it) the flexible uses shown on drawing P2010 rev 01 shall not be used as a food retail supermarket (Class A1).

Reason:

In the interests of public safety and to avoid blocking the road as set out in S41 of Westminster's City Plan: Strategic Policies adopted November 2013 and TRANS 2 and TRANS 3 of our Unitary Development Plan that we adopted in January 2007. (R24AC)

- 27 If the retail (Class A1) or restaurant (Class A3) uses are to be implemented, you must submit a detailed Service Management Plan for the approval of the City Council before occupation of that part of the development. The plan must include details of delivery vehicles, number of deliveries, time of deliveries and how deliveries will be managed. The retail or restaurant use must then operate in accordance with the approved Service Management Plan.

Reason:

To make sure that the use will not cause nuisance for people in the area. This is as set out in S24, S29 and S32 of Westminster's City Plan: Strategic Policies adopted November 2013 and TACE 10 and ENV 6 of our Unitary Development Plan that we adopted in January 2007. (R05GB)

- 28 You must provide the following environmental sustainability features (environmentally friendly features) before you start to use any part of the development, as set out in your application.

Photovoltaic panels and green roof

You must not remove any of these features. (C44AA)

Reason:

To make sure that the development provides the environmental sustainability features included in your application as set out in S28 or S40, or both, of Westminster's City Plan: Strategic Policies adopted November 2013. (R44AC)

- 29 If the restaurant use (Class A3) is to be implemented, you must apply to us for approval of details of the ventilation system to get rid of cooking smells, including details of how it will be built and how it will look. You must not begin the restaurant use allowed by this permission until we have approved what you have sent us and you have carried out the work according to the approved details. (C14AB)

Reason:

To protect the environment of people in neighbouring properties as set out in S29 and S32 of Westminster's City Plan: Strategic Policies adopted November 2013 and ENV 6, ENV 7 and DES 5 of our Unitary Development Plan that we adopted in January 2007. (R14AC)

- 30 If the retail (Class A1) or restaurant (Class A3) uses are implemented, customers shall not be permitted within the premises before 0700 or after 1900 each day. (C12AD)

Reason:

To protect the environment of people in neighbouring properties as set out in S24, S29 and S32 of Westminster's City Plan: Strategic Policies adopted November 2013 and ENV 6, ENV 7 and TACE10 of our Unitary Development Plan that we adopted in January 2007. (R12AC)

- 31 If restaurant uses (Class A3) are implemented you must not allow more than 90 customers into either of the units at any one time. (C05HA)

Reason:

We cannot grant planning permission for unrestricted use within Class A3 because it would not meet TACE10 of our Unitary Development Plan that we adopted in January 2007, and because of the special circumstances of this case. (R05BB)

Informative(s):

- 1 In dealing with this application the City Council has implemented the requirement in the National Planning Policy Framework to work with the applicant in a positive and proactive way. We have made available detailed advice in the form of our statutory policies in Westminster's City Plan: Strategic Policies adopted November 2013, Unitary Development Plan, Supplementary Planning documents, planning briefs and other informal written guidance, as well as offering a full pre application advice service, in order to ensure that applicant has been given every opportunity to submit an application which is likely to be considered favourably. In addition, where appropriate, further guidance was offered to the applicant at the validation stage.
- 2 Please contact our Environmental Health Service (020 7641 2000) to make sure you meet their requirements under the Control of Pollution Act 1974 and the Environmental Protection Act 1990. (I07AA)
- 3 Please contact our Cleansing section on 020 7641 7962 about your arrangements for storing and collecting waste. (I08AA)
- 4 You need to speak to our Highways section about any work which will affect public roads. This includes new pavement crossovers, removal of redundant crossovers, changes in threshold levels, changes to on-street parking arrangements, and work which will affect pavement vaults. You will have to pay all administration, design, supervision and other costs of the work. We will carry out any work which affects the highway. When considering the desired timing of highway works in relation to your own development programme please bear in mind that, under the Traffic Management Act 2004, all works on the highway require a permit, and (depending on the length of the highway works) up to three months advance notice may need to be given. For more advice, please phone 020 7641 2642. However, please note that if any part of your proposals would

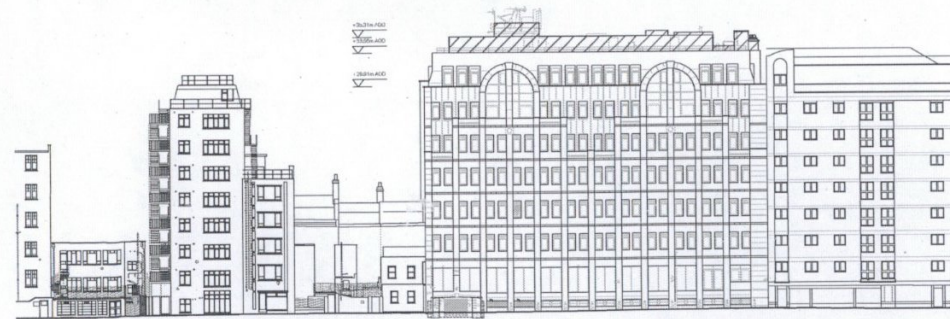
require the removal or relocation of an on-street parking bay, this is unlikely to be approved by the City Council (as highway authority). (I09AC)

- 5 You will have to apply separately for a licence for any structure that overhangs the road or pavement. For more advice, please phone our Highways section on 020 7641 2642. (I10AA)
- 6 Under the Highways Act 1980 you must get a licence from us before you put skips or scaffolding on the road or pavement. It is an offence to break the conditions of that licence. You may also have to send us a programme of work so that we can tell your neighbours the likely timing of building activities. For more advice, please phone our Highways Licensing Team on 020 7641 2560. (I35AA)
- 7 Under Part 3, Class E of Schedule 2 to the Town and Country Planning (General Permitted Development Order) 1995, the flexible use units over part ground and part first floor levels can change between the retail, financial and professional services and restaurant/cafe uses we have approved for 10 years without further planning permission. However, the actual use 10 years after the date of this permission will become the authorised use, so you will then need to apply for permission for any further change. (I62AA)
- 8 This permission is governed by a legal agreement between the applicant and us under Section 106 of the Town and Country Planning Act 1990. The agreement relates to:
 - i) A financial contribution of £2,150,000 (index linked and payable on commencement of development) towards the City Council's affordable housing fund
 - ii) free lifetime (25 years) car club membership for residents of the development;
 - iii) unallocated car parking
 - iv) costs of monitoring the S106 legal agreement.



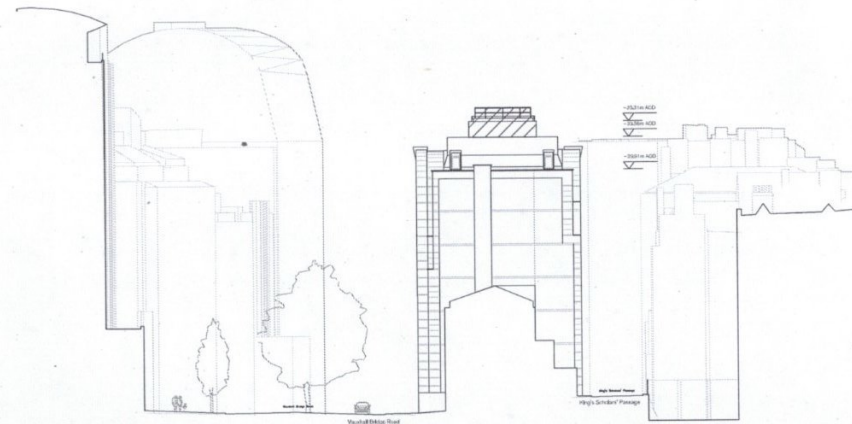
Vauxhall Bridge Road

01 Elevation A
1:200



High Street Passage

01 Elevation B
1:200



Vauxhall Bridge Road

02 Elevation C
1:200

- General Notes
1. Dimensions are in millimetres unless stated otherwise.
 2. Levels are in metres ACD unless stated otherwise.
 3. Dimensions given. Please do not scale off drawing.
 4. All dimensions to be verified on site before proceeding.
 5. All dimensions to be notified in writing to Simon Bowden Ltd.

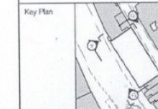
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Rev	Date	Reason For Issue	Chk
01	09.06.2015	For Planning	

SIMON BOWDEN
ARCHITECTURE
37 GOLDEN SQUARE
S010D
LONDON W1F 8LA

Client:
Press Association

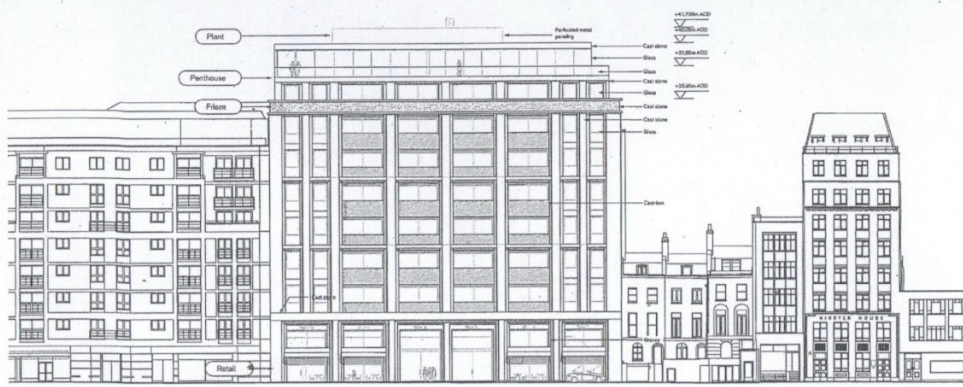


Project Title:
The Redevelopment of
292 Vauxhall Bridge Road

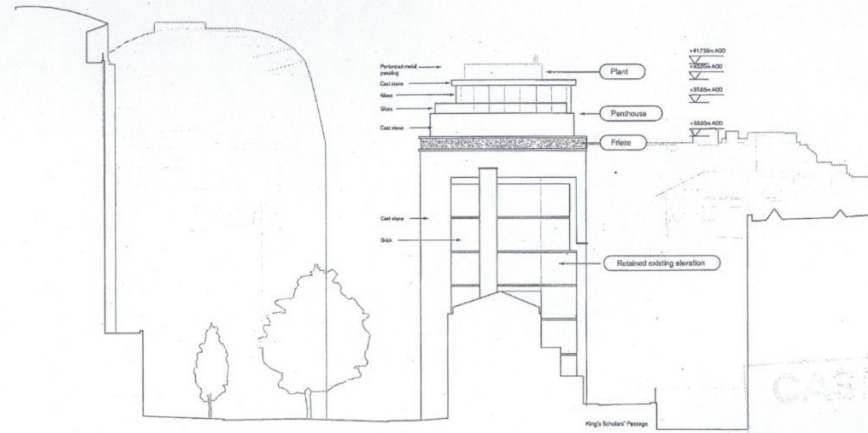
Drawing Title:
Elevations
Existing

Scale	Format	
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Product No.	Drawing No.	Rev No.
073	PI110	00

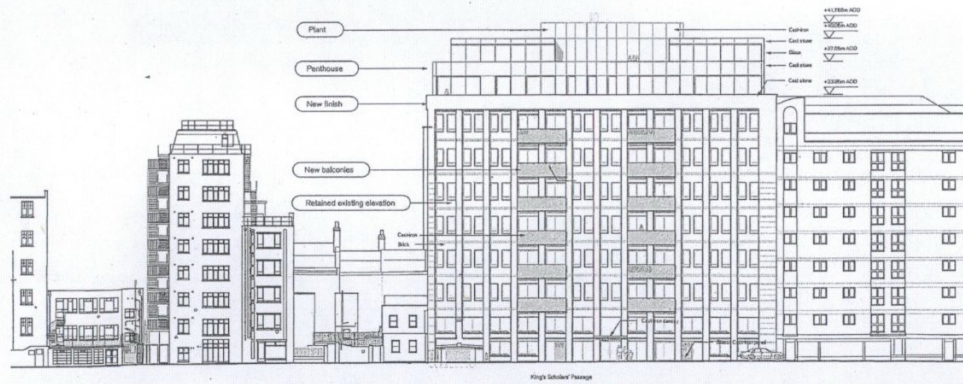




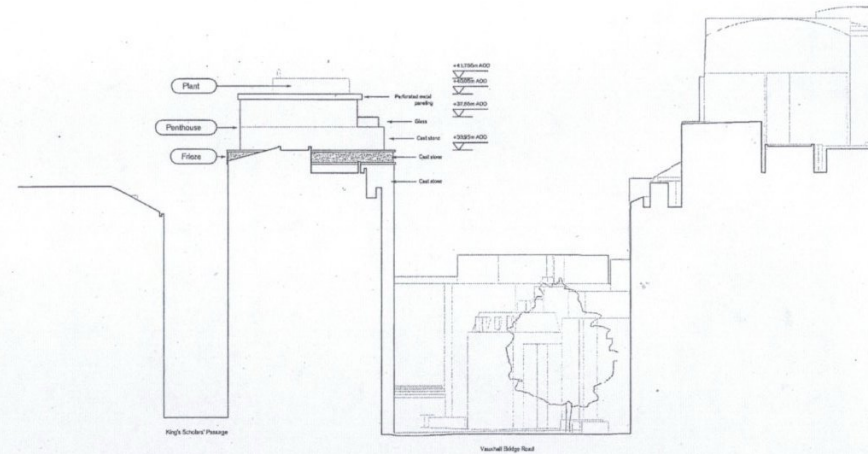
01 Elevation A
1:200



02 Elevation C
1:200



01 Elevation B
1:200



02 Elevation D
1:200

- General Notes
1. Dimensions are in millimetres unless stated otherwise.
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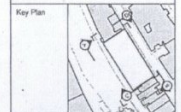
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CASE OFFICE
TP:
RN:
ADDRESS:
Received 08.09.15

Rev	Date	Reason For Issue	Chk.
01	07.09.2015	For Planning	
02	08.06.2015	For Planning	

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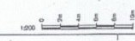


Project Title
The Redevelopment of
292 Vauxhall Bridge Road

Drawing Title
Elevations
Proposed

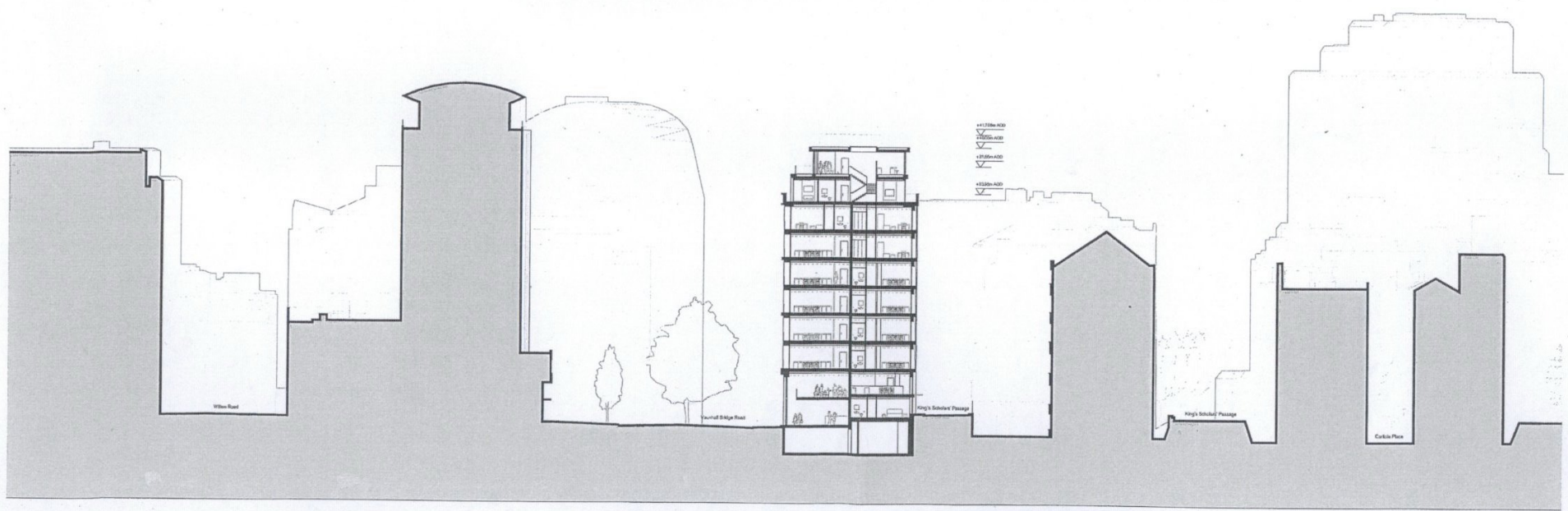
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Project No.	Drawing No.	Rev No.
073	P2110	01

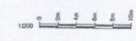


General Notes
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 2. Levels are in metres AOD unless stated otherwise.
 3. Dimensions govern. Please do not scale off drawing.
 4. All dimensions to be verified on site before proceeding.
 5. All discrepancies to be notified in writing to Simon Dowden Ltd.
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CASE COPY
 TP:
 RN:
 ADDRESS:
 Received 08.09.15



Section A-A
 1:200



Rev	Date	Reason For Issue	CHK
01	07.09.2015	For Planning	
00	08.09.2015	For Planning	

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Client
 Press Association



Project Title
 The Redevelopment of
 292 Vauxhall Bridge Road
 Drawing Title
 Section
 Proposed

Scale 1:200	Format @ A0
Project No. 073	Drawing No. P2210
Rev No. 01	