

CITY OF WESTMINSTER			
PLANNING APPLICATIONS SUB COMMITTEE	Date 17 December 2019	Classification For General Release	
Report of Director of Place Shaping and Town Planning		Ward(s) involved Tachbrook	
Subject of Report	33 Vauxhall Bridge Road, London, SW1V 2TB,		
Proposal	Use of building as residential flats (Class C3); external works including: new entrance doors; creation of 5 new windows; replacement double glazed windows; infill of sunken steps; creation of gardens and access doors; new louvres within the roof; and associated plant and works.		
Agent	Gerald Eve		
On behalf of	The Crown Estate		
Registered Number	19/04881/FULL 19/04974/LBC	Date amended/ completed	19 June 2019
Date Application Received	19 June 2019		
Historic Building Grade	Unlisted		
Conservation Area			

1. RECOMMENDATION

1. Grant conditional permission subject to a S106 legal agreement to secure the following:
- a) The provision of 3,400sqm (GIA) of residential accommodation to be used for affordable housing purposes.
 - b) That following practical completion and transfer to a Registered Provider, 2217sqm (GIA) of residential accommodation can be used to address Westminster's mixed use policy requirements that may arise from future commercial development schemes (effectively an affordable housing 'credit') subject to the following parameters (to be set out in a memorandum of understanding within the agreement):
 - i. It would be used only in connection with commercial developments in which The Crown Estate, or a subsidiary company, is the applicant, either alone or with a joint venture partner.
 - ii. Use of the offset provision would not be traded, or otherwise made available by The Crown Estate to third-party developers otherwise unconnected with The Crown Estate.
 - iii. The offset provision would be linked to no more than five future The Crown Estate developments.
 - iv. The use of the offset provision would be on a floorspace (GIA sqm) basis only.

- v. The Crown Estate would not request that the cost to it of the creation of the credits was considered in any subsequent discussion of financial viability or commercial deliverability.
 - vi. Any planning application proposing the use/draw down of the offset floorspace would be required to be submitted to the City Council within three years of the practical completion of the affordable housing floorspace at 33 Vauxhall Bridge Road.
 - vii. Once assigned to that commercial proposal, the offset provision would not be available to be used in connection with an alternative commercial proposal unless The Crown Estate notified the City Council that it no longer intended to proceed with that option.
 - viii. Any offset provision not linked to a future development within three years of completion of 33 Vauxhall Bridge Road would no longer be capable of being linked to future The Crown Estate developments.
 - ix. The offset provision would be linked to The Crown Estate development proposals in West End and St James's Wards unless otherwise agreed by both parties.
 - x. As well as the residential affordable housing credit to offset commercial increases elsewhere, and only following the practical completion and transfer to a Registered Provider of 2217sqm (GIA) of residential floorspace, the Council will factor the proposed loss of 2,214sqm of office accommodation at 33 Vauxhall Bridge Road into any calculations that establish a residential requirement arising from other commercial developments. The use of the commercial offset provision would be subject to the same parameters set out in i-ix. above.
- c) Monitoring costs of £500 for each of the above clauses.
2. If the legal agreement has not been completed within six weeks of the date of the Committee resolution, then:
 - a) The Director of Place Shaping and Town 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 Place Shaping and Town Planning is authorised to determine and issue such a decision under Delegated Powers; however, if not
 - b) The Director of Place Shaping and Town 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; if so, the Director of Place Shaping and Town Planning is authorised to determine the application and agree appropriate reasons for refusal under Delegated Powers.
 3. Grant conditional listed building consent.
 4. Agree the reasons for granting conditional listed consent as set out in Informative 1 on the draft decision letter.

2. SUMMARY

33 Vauxhall Bridge Road is listed Grade II, along with the adjoining 2 Bessborough Street. It is outside a conservation area but in close proximity to both the Pimlico and Lillington and Longmoore Gardens Conservation Areas.

The application site comprises a three storey building in office use (currently vacant). To the rear, the building faces directly onto the neighbouring commercial building at Drummond Gate. Pedestrian access to the building is gained from either Vauxhall Bridge Road (north entrance) or from the piazza close to the Pimlico Station entrance (south entrance). The basement is shared with 33 Vauxhall Bridge Road, the offices at 2 Bessborough Street and the commercial building at Drummond and it provides car parking, refuse storage and a loading bay.

The site is located within the Pimlico Wider Central Activities Zone, Flood Zone 3, partly within the Rapid Inundation Flood Zone and within an Area of Wildlife Deficiency.

Planning permission and listed building consent are sought for the change of use of the building to provide 30 residential flats. The existing two entrances have been retained and access to the proposed flats will be from either the north on Vauxhall Bridge Road or from the south from the piazza. The main external works include converting the lower ground floor windows to provide access to new private gardens, new entrance doors, five new window openings, replacement double glazed windows, the infill of the sunken steps on Vauxhall Bridge Road and new louvres at roof level to ventilate the proposed plant and machinery. At basement level, 19 car parking spaces and 59 cycle spaces are to be provided as well as waste and recycling facilities.

The application has been submitted as part of a land use swap linked to the applicant's office-led redevelopment proposals at St James's Market 2. The application for St James's Market Phase 2 is considered as Item 2 on this agenda.

The key issues with this application are:

*The principle of the change of use.

*The standard of residential accommodation and unit mix proposed.

*Whether the land use swap and residential land use credit proposed by the applicant are acceptable when assessed against policy.

*The proposed tenure and rent levels for the affordable housing units.

the impact of proposals on the special interest (significance) of this Grade II listed building and its setting;

*The impact of proposals on the settings of adjoining listed buildings in Lillington Gardens and any impact on the setting of the listed Paolozzi Sculpture; and

*The impact on the setting of the adjoining Lillington and Longmoore Gardens and Pimlico Conservation Areas.

The site is located outside the Core CAZ and as such the loss of offices is considered acceptable. The constraints of converting a listed building mean that the residential mix does not comply with policy and there is a high number of single aspect units. The applicant has made a good case for this and overall the standard of accommodation is considered acceptable.

The proposed land use swap and land use credit are supported for the reasons set out with the main report. The proposed link to future development proposals within The Crown Estate's portfolio would enable the early delivery of 3,400 sqm (GIA) residential accommodation to be used for affordable housing purposes of which only 2,217sqm (GIA) is sought as a residential credit. This is a significant public benefit of the land use package proposed by the applicant and is welcome. The terms of the residential land use credit are set out in the report and can be secured as part of a memorandum of understanding within the S106 Agreement.

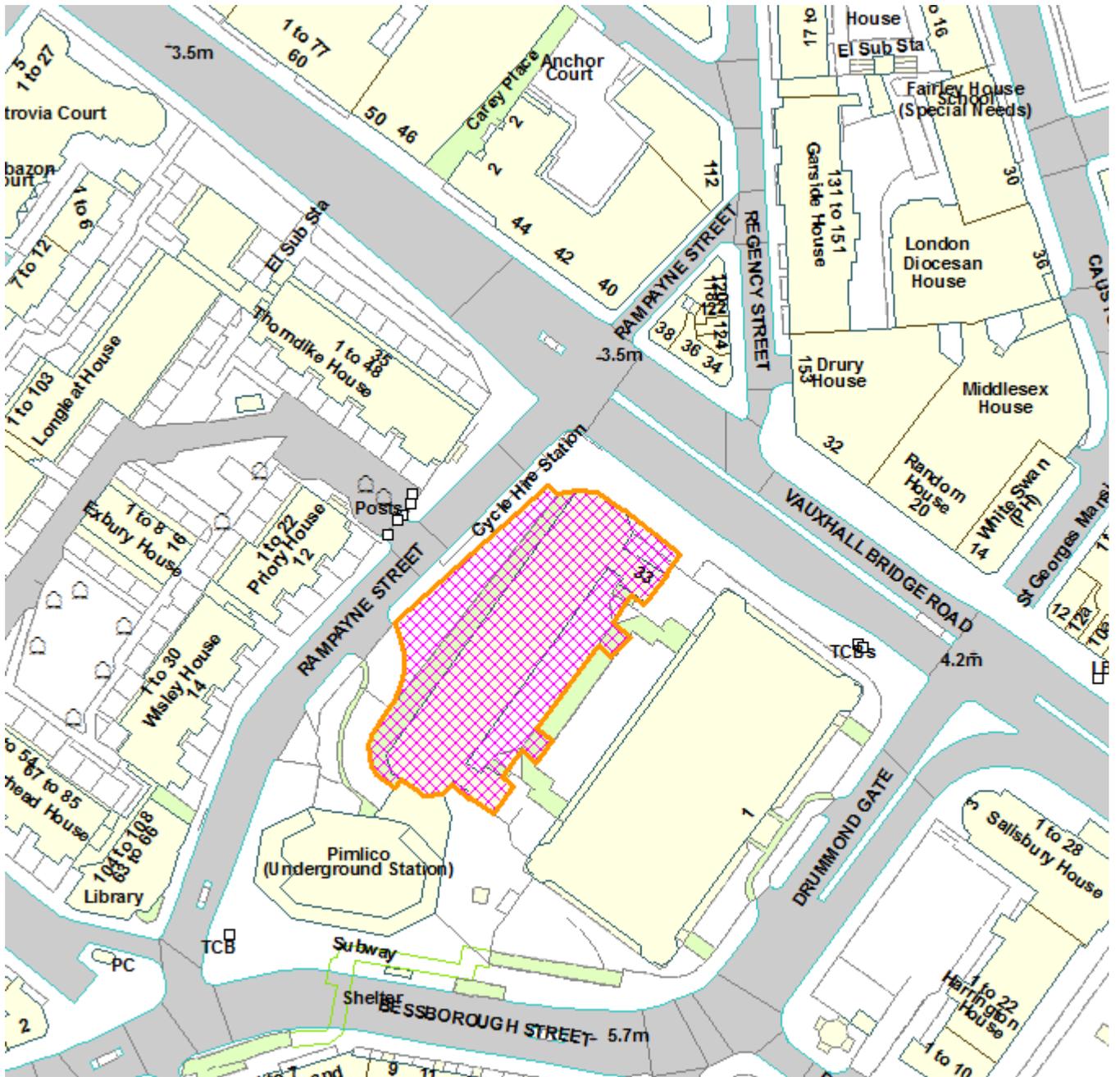
The Affordable Housing Supply Manager is generally satisfied with the rent levels for the 30 affordable housing units proposed with the exception of 5 x one bed homes that officers are seeking to be provided as London Living Rent. This matter is still being discussed with the applicant and will be reported verbally to committee. An update on the Air Quality Neutral Assessment will also be reported verbally to committee.

In all other respects the scheme is considered acceptable. A neighbour has raised a concern about the parking implications from the scheme, however, the proposal includes 19 off street car parking spaces which is considered to be a high amount given the location of the site adjacent to Pimlico tube and the proposed 100% affordable tenure.

The scheme is considered acceptable in design and heritage terms for the reasons set out in the main report.

The application is considered to comply with relevant policies in our adopted City Plan and Unitary Development Plan in terms of land use, design, conservation and heritage, highways, amenity and environmental considerations.

3. LOCATION PLAN



4. PHOTOGRAPHS



33 Vauxhall Bridge Road

5. CONSULTATIONS

Environmental Health

The details of the proposed plant and machinery on site have not been submitted at this stage. No objection on noise and vibration grounds subject to conditions. The Air Quality Assessment must be reviewed against the council's Air Quality Annual Status Report for 2018 and an Air Quality Neutral calculation must be provided. Conditions should be attached relating to overheating and contaminated land.

Highways Planning Team - City Highways

No objection to the level of car parking proposed. The waste storage and cycle parking arrangements are acceptable and should be secured by condition.

Affordable Housing Supply Manager

Housing welcomes proposals to deliver 30 new affordable homes at 33 Vauxhall Road provided as 21*1beds, 7*2beds and 2*3beds. The tenure of these affordable homes is proposed as 9 homes for social housing use and 21 for intermediate housing use, let at sub market rents. Housing's support for this scheme is conditional upon the 7 *2beds and 2*3beds homes being made available to households eligible for social housing under the Council's allocations scheme.

As the level of social homes proposed at 30% (9 units) is less than the 60% required under Westminster's current planning policy and 40% proposed under the City Plan, Housing has sought to secure the agreement from the applicant that the remaining 21 units to be let at intermediate rents should be a mixture of lower quartile Westminster rents and London Living Rents. The Crown Estate has agreed this proposal and the rents for these 9 units will be let at London Affordable Rents (LAR). The tenure of these affordable homes is therefore proposed as 9 homes for social housing use and 21 for intermediate housing use, let at sub market rents.

Housing has sought to reduce the 5*1beds with rents of £300 per week to a lower level in line with London Living Rent levels. However, the applicant has claimed that without these 5 higher rents, the scheme would not be financially viable for them to develop.

Housing will require these 30 affordable homes to be transferred into the legal ownership of a Registered Provider and will also require 100% nominations to all 30 affordable homes both at initial letting and for all subsequent relets.

Waste Project Officer

Objects on the basis that a swept path analysis of the refuse vehicle and a waste route diagram should be provided.

Arboricultural Section

An Arboricultural Impact Assessment has been provided which describes the installation of topsoil where the levels are being built up. The intention of the design is welcomed but if soil compaction is to be avoided then a different design or methodology is required. An outline methodology for hand-digging the foundations for a new retaining wall within the root protection area of T2 has been provided but more detail is required. Overall do not object but recommend further details secured by conditions.

Westminster Society
Any response to be reported verbally

Pimlico FREDA
Any response to be reported verbally

Pimlico Neighbourhood Forum
Any response to be reported verbally

Designing Out Crime
Raise a number of concerns regarding the proposed layout of the development in relation to multiple access points at various levels leading into the development, the shared use of the underground car parking space with the neighbouring building also increases the opportunity for crime and anti-social behaviour to occur, the 'refuse store areas' appear not to be enclosed. As these are in a shared underground car park the opportunity for fly tipping and abuse by residents and non-residents significantly increase unless the stores are within a fob controlled area. There is no mention of how the cycle storage is due to be made secure.

London Underground Infrastructure Protection
No comment

Transport For London - Borough Planning
Disappointed that a Transport Assessment has not been submitted. Considering the High Public Transport Accessibility Level (PTAL) score associated with the site, TfL requests the development does not have any associated car parking. A total of 59 cycle spaces are existing but it is not clear how many spaces are proposed for the residential units. Based on the Draft London Plan policy T5, 39 long-stay spaces and 2 short-stay spaces should be provided. If any temporary closures or hoardings are required during construction, the developer must consult with TfL. A Construction Logistics Plan (CLP) is secured by condition.

Thames Water Utilities Ltd
No objection

Environment Agency
No objections.

ADJOINING OWNERS/OCCUPIERS AND OTHER REPRESENTATIONS RECEIVED

No. Consulted: 145
Total No. of replies: 1
No. of objections: 1
No. in support: 0

One letter from a resident stating that there is already considerable pressure on street parking in the area; any new development should factor this in and make additional provision. I would not be against the development if parking provision were made.

PRESS ADVERTISEMENT / SITE NOTICE:

Yes

6. BACKGROUND INFORMATION

6.1 The Application Site

33 Vauxhall Bridge Road is listed Grade II, along with the adjoining 2 Bessborough Street. It is outside a conservation area but in close proximity to both the Pimlico and Lillington and Longmoore Gardens Conservation Areas. The facing blocks to the other side of Rampayne Street and within Lillington Gardens estate are listed Grade II, as is the ventilation shaft cover or 'cooling tower' by the sculptor Sir Eduardo Paolozzi which is adjacent to 2 Bessborough Street.

The application site comprises a three storey building. The building comprises basement, lower ground, upper ground and first floors with a deep roof used to house plant. The building currently contains circa 3,400sqm of Class B1 office use (currently vacant). The application property is a long, brick building with its main frontage onto Rampayne Street. Between the building and the road there is an area of landscaped shrubs and a paved area close to the building, which includes vent shafts from the basement car park. To the rear, the building faces directly onto the neighbouring commercial building at Drummond Gate.

Pedestrian access to the building is gained from either Vauxhall Bridge Road (north entrance) or from the piazza close to the Pimlico Station entrance (south entrance). The basement is shared with 33 Vauxhall Bridge Road, the offices at 2 Bessborough Street and the commercial building at Drummond and it provides car parking, refuse storage and a loading bay. This is the result of existing long-term lease arrangement for fire escape and parking which the applicant is obliged to continue to provide. Access is via a steep ramp from Rampayne Street.

The site is located within the Pimlico Wider Central Activities Zone, Flood Zone 3, partly within the Rapid Inundation Flood Zone and within an Area of Wildlife Deficiency.

6.2 Recent Relevant History

There is none relevant.

7. THE PROPOSAL

Planning permission and listed building consent are sought for the change of use of the building to provide up to 30 residential flats. The existing two entrances have been retained and access to the proposed flats will be from either the north on Vauxhall Bridge Road or from the south from the piazza. The southern entrance will provide level access whilst the existing steps on the northern entrances are to be retained. Other external works include converting the lower ground floor windows to provide access to new private gardens, new entrance doors, five new window openings, replacement double glazed windows, the infill of the sunken steps on Vauxhall Bridge Road and new louvres at roof level to ventilate the proposed plant and machinery.

The internal works proposed are removal and replacement of modern partitions, ceilings, doors and floor; insertion of staircases within duplex units; retention of oak faced panelling; works to create residential units; and associated plant and works.

At basement level, 19 car parking spaces and 59 cycle spaces are to be provided as well as waste and recycling facilities.

The application has been submitted as part of a land use swap linked to the applicant's office-led redevelopment proposals at St James's Market 2. The application for St James's Market Phase 2 is considered as Item 2 on this agenda.

8. DETAILED CONSIDERATIONS

8.1 Land Use

Land Use	Existing GIA (sqm)	Proposed GIA (sqm)	+/-
Class B1 (Office)	3397	0	-3397
Class C3 (Residential)	0	3401	+3401
Total	3397	3401	+4

Table 8.1: Existing and proposed land uses measured in terms of Gross Internal Area (GIA)
NB The above figures exclude 1,353 GIA of basement car parking

Loss of office use

The application will result in a net loss of 3397sqm of B1 office floorspace outside the Core CAZ. The office use is not afforded any protection by Policy S20 which only seeks to protect office uses within the Core CAZ. The loss of B1 office floorspace is therefore acceptable in principle. However, the application has been submitted as part of a land use swap linked to the applicant's office-led redevelopment proposals at St James's Market 2. The applicant has asked that part of the proposed reduction in B1 office floorspace at 33 Vauxhall Bridge Road (957sqm) is used to partly offset the commercial increase at St James's Market Phase 2.

Use of residential accommodation as part of mixed use requirements

City Plan Policy CM47 allows relocation of uses which are located in the Central Activities Zone subject to the following criteria:

1. the sites are in the vicinity of each other;
2. the mixed use character of the immediate area is secured at a fine grain;
3. there is no net loss of floorspace which is protected by other policies in the plan across the sites taken as a whole;
4. the uses are appropriate within each area and there is no loss of amenity resulting from the introduction or intensification of a use into an area;
5. any residential accommodation is of a higher quality than could have been achieved without the land use swap or package;
6. the applications for all sites are submitted at the same time and all elements of the scheme are completed within a time frame agreed by the City Council.

In considering if a proposal should be agreed as a credit scheme, the council will take into account the scheme's location, scale and quality and in the case of residential floorspace, the type, tenure, mix and number of units to be provided and the type, tenure and mix of uses/housing in the local area. Part of the reasoned justification for land use credits is that they enable development to be bought forward early which can then meet policy requirements of a later scheme.

The applicant is asking that the residential accommodation proposed in the current application is used as an 'offset' in two different ways. One is to provide residential accommodation required as part of St James's Market 2. Secondly, the applicant would also like to use the residual residential accommodation proposed under the current application to address Westminster's mixed use policy requirements that may arise from future Crown Estate commercial development schemes.

The Crown Estate intends that the offset provision would be subject to the following criteria:

- i. It would be used only in connection with commercial developments in which The Crown Estate, or a subsidiary company, is the applicant, either alone or with a joint venture partner.
- ii. Use of the offset provision would not be traded, or otherwise made available by The Crown Estate to third-party developers otherwise unconnected with The Crown Estate.
- iii. The offset provision would be linked to no more than five future The Crown Estate developments.
- iv. The use of the offset provision would be on a floorspace (GIA sqm) basis only.
- v. The Crown Estate would not request that the cost to it of the creation of the credits was considered in any subsequent discussion of financial viability or commercial deliverability.
- vi. Any planning application proposing the use/drawdown of the offset floorspace would be required to be submitted to the City Council within three years of the practical completion of the affordable housing floorspace at 33 Vauxhall Bridge Road.
- vii. Once assigned to that commercial proposal, the offset provision would not be available to be used in connection with an alternative commercial proposal unless The Crown Estate notified the City Council that it no longer intended to proceed with that option.
- viii. Any offset provision not linked to a future development within three years of completion of 33 Vauxhall Bridge Road would no longer be capable of being linked to future The Crown Estate developments.
- ix. The offset provision would be linked to The Crown Estate development proposals in West End and St James's Wards unless otherwise agreed by both parties.

The total residential accommodation proposed as part of this application is 3,401sqm (GIA). The applicant proposes to use 957sqm (GIA) of this proposed residential accommodation to satisfy the mixed use policy requirement arising from the St James's Market Phase 2 development and 226sqm (GIA) for the re-provision of existing residential floorspace within the St James's Market Site located within Samuel House.

This leaves 2217sqm (GIA) of proposed residential floorspace that the applicant wants to use to offset commercial increases at future, unspecified schemes.

In recognition that the direction of travel in planning policy for Westminster is such that affordable housing is likely to be required as part of commercial development in the future, the applicant proposes that the 2,217sqm (GIA) residential accommodation is provided entirely as affordable housing. This affordable housing credit would be used to address Westminster's mixed use policy requirements that may arise from future commercial development schemes as part of an estate-wide strategy. It would also address requirements for housing that could arise from current mixed use policy.

Given that 2217sqm (GIA) is to be provided as affordable housing, The Crown Estate proposes that all housing associated with St James's Market 2 (which comprises 957sqm (GIA) required by Policy S1 and 226sqm (GIA) for the residential re-provision) would additionally be provided as affordable housing. This is set out in table 8.2 below which sets out that in the absence of a link to future Crown Estate development, a standalone scheme for the offsite residential floorspace from St James's Market 2 would be expected to deliver 35% of new housing to be affordable (which is the council's aspiration in the draft City Plan). Therefore, of the 957sqm of off-site housing approximately 335sqm (three / four units) would be affordable. As part of the land use package proposed, the applicant would voluntarily switch the 622sqm market housing required as part of St James's Market 2 to affordable housing. In addition, the applicant will be providing the 226sqm St James's Market re-provision as affordable housing.

	Floorspace Linked to St James's Market 2 (Mixed Use)		C3 Re-provision from Samuel House	Affordable Housing Credit (To be linked to future TCE schemes)	Total
	Market Housing (which the applicant will switch to affordable)	Affordable (baseline requirement under emerging policy)	Affordable	Affordable	
Sqm	622	335	226	2,217	3,400
Units (approx)	5	3	2	20	30

Table 8.2: Resultant approximate split of floorspace/units at 33 Vauxhall Bridge Road – Link to future The Crown Estate schemes.

Assessment of Land Use Package

The proposed link to future development proposals within The Crown Estate's portfolio would therefore enable the early delivery of 3,400 sqm (GIA) residential accommodation to be used for affordable housing purposes of which only 2,217sqm (GIA) is sought as a

credit. In addition to this, The Crown Estate is providing an additional 622sqm (GIA) as affordable housing above the policy requirement and re-providing the residential floorspace from Samuel House as affordable housing. The land use package will also allow for the second phase regeneration of St James’s Market providing high quality office floorspace in the Core CAZ. Taken together the land use package offers significant planning benefits and it is welcomed in policy terms. The terms of the residential land use credit can be secured as part of a memorandum of understanding within the S106 Agreement.

Residential Use

Policy S14 of the City Plan seeks to optimise housing delivery and states residential use is the priority across Westminster except where specifically stated. Furthermore, S14 specifies that:

- “The council will work to achieve and exceed its borough housing target set out in the London Plan.”
- “Residential use is the priority across Westminster except where specifically stated.”
- “The number of residential units on development sites will be optimised.”

Policy S10 states “This area [Pimlico] will be primarily for residential use”

London Plan Policy 3.3 seeks to increase housing supply; Policy 3.4 states that new developments should optimise housing output.. In principle, the development of the site for residential use is therefore considered to be acceptable.

Policies H5 of the UDP and S15 of the City Plan seek to secure an appropriate mix of units in housing developments. Policy H5 normally requires at least 33% of new units providing three or more bedrooms. The proposed 30 residential units comprise the following mix: 21 no. one-bedroom units; 7 no. two-bedroom units and 2no. three-bedroom units. This is set out in table 8.3 below.

Mix	Number of units	Proportion
One-bedroom	21	70%
Two-bedroom	7	23%
Three-bedroom	2	7%
TOTAL	30	100%

Table 8.3: Mix of units within 33 Vauxhall Bridge Road.

The 7% provision of family sized units falls below the 33% normal policy requirement. The applicant advises that this is because of the constraints imposed by converting an existing listed building and that the internal layout of the building is driven largely by the structural grid and large windows present in the building. The provision of a larger number of family sized units could be achieved but it would result in either oversized two or three bedroom units or inappropriate alterations to the listed building (such as partitions cutting across windows). Furthermore, this layout would lead to a lower ground floor bedroom, which would not be permissible because of flooding constraints. It would

also lead to an overall reduction in unit numbers. The argument put forward by the applicant is accepted and this aspect of the proposals is considered to be acceptable.

In terms of size, the majority of residential units meet or exceed the nationally described space standards. The exceptions to this are 3 x one bedroom flats which measure 49sqm, 44.6sqm and 47.5sqm (when the required standard is 50m²) and a family sized unit at 93.9sqm (when the required standard is 95sqm). Given the constraints imposed by the existing building, this is considered to achieve an acceptable balance between the size of the unit and optimising housing delivery.

The submitted plans show that the 19 one bedroom units at lower ground and upper ground will be single aspect units with either an east or west orientation. A further 6 two bedroom units at first floor level will also be single aspect again with an east or west orientation. The remaining five units have windows on adjacent sides of the dwelling unit and are dual aspect. The London Plan Housing SPG states that “developments should minimise the number of single aspect units.” Given that none of the single aspect units are north facing and that the majority of units will have good levels of daylight, this is considered to be acceptable. A total of 20 units will have private gardens of approximately 11sqm facing Rampayne Street and 30sqm facing the courtyard with Drummond Gate. One of the three bedroom family sized units will have access to a garden. The design of the building will ensure adequate internal noise levels for all the new flats whilst providing mechanical ventilation (for air quality reasons and to avoid overheating).

The Overheating Study provided with the application advises that elevations or part elevations that face onto Vauxhall Bridge Road, Rampayne Street and Drummond Gate are not allowed to rely on openable windows due to noise and / or NO_x emission levels. Cooling for these units is therefore likely to be required. Following modelling to test the overheating potential of the units, the applicant proposes to provide all units with Mechanical Ventilation Heat Recovery (MVHR) System with summer bypass. It is proposed to secure this through a condition.

Taking into account the constraints associated with converting an existing Grade II listed office building into residential accommodation, the amenity of the flats is generally considered to be acceptable.

Affordable housing

The proposed residential accommodation is to be provided entirely as affordable housing as part of the land use package proposed by The Crown Estate. This is to be provided as part of a land use swap and residential credits for affordable housing. Details of this land use package have been set out in previous sections.

The tenure of these affordable homes is proposed as 9 homes for social housing use and 21 for intermediate housing use, let at sub market rents. Housing is seeking that 7x two bed and 2x three bed homes are made available to households eligible for social housing under the Council’s allocations scheme. The Crown Estate has agreed this proposal and the rents for these 9 units will be let at London Affordable Rents (LAR). This is shown in table 8.4. LAR is a form of affordable rented housing that can be made available to households that are eligible for social housing under the council’s allocations scheme. LAR is supported by the Mayor as an alternative to social rented housing let at

target rents. Rents levels charged on LAR properties is approximately 10% higher than target rents.

As the level of social homes proposed at 30% (9 units) is less than the 60% required under Westminster's current planning policy and 40% as proposed under the City Plan, Housing has sought to secure the agreement from The Crown Estate that the remaining 21 units to be let at intermediate rents should be a mixture of lower quartile Westminster rents and London Living Rents (LLR). To this extent, the applicant has agreed that 6x one bed homes will be let at Westminster Lower Quartile Rents and 10x one bed homes will be let at London Living Rent. Housing has requested that the remaining 5xone bed homes are also provided at London Living Rent levels (rather than the £300 per week proposed by the applicant). Discussions on this issue are still on going with The Crown Estate and an update will be provided verbally by officers at committee.

The table below summarises the rent levels currently proposed by The Crown Estate to apply to the 30 affordable homes. Currently the rent levels apply from the date the S106 Agreement is signed with annual increases capped at CPI+1%. Housing has advised that they will require these 30 affordable homes to be transferred into the legal ownership of a Registered Provider and will also require 100% nominations to all 30 affordable homes both at initial letting and for all subsequent relets.

Bed Size	No	Rent Type	Max Weekly Rent Level *	Household Eligibility Requirement
1bed	6	WCC Lower Quartile Rent	£166.92	Eligible for Intermediate Housing
1bed	10	LLR	£251	Eligible for Intermediate Housing
1 bed	5	WCC Upper quartile rent	£300	provided as intermediate rented housing
2 bed	7	LAR	£164	Eligible for Social Housing
3bed	2	LAR	£173	Eligible for Social Housing

Table 8.4: Affordable housing rent levels proposed at 33 Vauxhall Bridge Road

8.2 Townscape and Design

The main design and historic building issues in this case are:

- the impact of proposals on the special interest (significance) of this Grade II listed building and its setting;
- the impact of proposals on the settings of adjoining listed buildings in Lillington Gardens and any impact on the setting of the listed Paolozzi Sculpture;

- the impact on the setting of the adjoining Lillington and Longmoore Gardens and Pimlico Conservation Areas.

In assessing the above, key considerations are the statutory duties imposed by the Planning (Listed Buildings and Conservation Areas) Act 1990 which requires decision makers to pay special attention to the desirability of preserving any listed building or its setting and to pay special attention to the desirability of preserving or enhancing the character or appearance of conservation areas.

Significance of the building and its setting

Dating from the early 1980s, 33 Vauxhall Bridge Road forms a pair with the adjoining, more prominent 2 Bessborough Street. Both are listed Grade II and are significant as examples of late 20th century speculative office development by the prominent 20th century architect William Whitfield, who also designed Richmond House. The special interest of 33 Vauxhall Bridge Road derives primarily from its robust red brick exterior and industrial character with large repetitive arched bays, windows set in deep reveals and low lead-clad roof. Elements of landscaping including herringbone brick, stone and concrete paving around the building contribute to its character and are included within the list description.

Its design is also deliberately contextual and its low height, layout, materials and detail also sympathetically responds to the design of the red brick blocks of Lillington Gardens on the opposite side of the road, which are also listed Grade II. These date from the third phase of development of Lillington Gardens in the early 1970s and form part of the Lillington and Longmoore Gardens Conservation Area.

Internally within 33 Vauxhall Bridge Road, spaces were originally simply detailed, open plan office spaces, designed to be flexible and there is therefore relatively little architectural detail of interest. However, perimeter walls do have some oak veneer panelling and some coffered ceilings remain, most concealed by suspended ceilings.

Proposed work and impact on significance

The proposed works associated with the conversion of the building to residential use are relatively minor in scope and do not involve significant intervention or extensions to the listed building.

Externally these works include replacement of windows and doors, as well as creation of number of new openings.

The original double glazed dark brown aluminium casements are all to be replaced with new double glazed units which would match the originals in terms of colour, pattern and materials but allow an increased number of openable windows and improved thermal performance. To the ground floor bay windows, a new door is also to be inserted to the centre to allow access to external garden space. This will entail removal of a small area of stone plinth at the base of the building. However, the overall pattern of fenestration will be maintained and this will allow each unit access to its own garden space. Glazing to the stairwell is also to be refurbished. Subject to detail, these changes to fenestration

are acceptable and will maintain the appearance of the building while ensuring appropriate light, ventilation and access to amenity space for occupiers.

In addition to the replacement windows, five new window openings will be created to the north and south elevations. These will result in loss of some original brickwork but are small opening and would be designed and detailed with brick arch and cills to match detail of the originals they adjoin.

To the Vauxhall Bridge Road entrance, the original office revolving doors are to be removed and replaced with simple glazed doors. The original doors are not of high significance and the design and simple detail of the replacement doors is acceptable and more appropriate for the proposed residential use. The entrance doors to the southeast entrance are not original and are to be replaced with simply detailed stainless steel central double-doors.

To the roof new openings are to be created with louvres for plant. While the installation of louvres within the roofscape will cause some minor harm to the appearance of the building, these would be powder-coated to match the existing roof material, will not be highly visible and will allow all plant to be hidden discreetly within the existing roof area. Further vents at the base of the roof will be entirely concealed by the parapet.

Works to landscaping around the building will also be undertaken. The brick pavements within these spaces will be repaired and lifted and re-laid in places which will enhance the appearance of landscaping areas around the building. To Rampayne Street it is proposed to remove the two areas of sunken steps that lead from the pavement at Vauxhall Bridge Road and a new railing will be inserted obscured by planting, which will provide an appropriate landscape buffer to this part of the site. To the interior side of No. 33 overlooking Drummond Gate, it is proposed to insert 1.6 m timber privacy screens along the entire length of the building. While the need to enclose this area is accepted, it is considered a more sympathetic approach should be sought and an amending condition is proposed to review this detail and consider a soft landscaping buffer. The quality of detailing of new landscaping will be particularly important both in protecting the setting of the listed building and conservation area and ensuring high quality of external amenity space is created and further detail will be conditioned.

Internally, as noted above, the office spaces are not of significant interest and were designed to be flexible and accommodate subdivision and new partitions where required. Existing lightweight partitions and suspended ceilings are to be removed and new partitions and doors inserted.

The new partition walls for proposed apartments have been laid out to respect the geometry of the building and new cross walls would follow the existing bays of the main elevations, avoiding subdivision of the windows.

Works will necessitate several new openings within the ground and upper ground floor slab. In order to create duplex apartments between the lower and upper ground floors, staircases will be introduced and at basement level it is proposed to insert a new lift shaft in the southwest end of the basement, which would connect with the existing lift shaft at upper-ground-floor level. The fabric to be removed is of limited significance and works will allow for access to dedicated outdoor space for the flats and improve circulation within the building.

There are existing suspended ceilings and raised flooring, which are of no historic interest. New suspended ceilings and acoustic floor are proposed to replace these throughout. However, it is proposed to restore and keep on view areas of the remaining original oak-veneered panelling within the new apartments. Drawings also indicate that existing voids can be used to accommodate pipework for the residential servicing and conditions are proposed to ensure the external facades are kept clear of vents and pipework.

As such, overall the impact of proposed works on the special interest and setting of the building is considered acceptable. Some original fabric will be lost through replacement of doors and windows and creation of new openings. However, this fabric is of limited significance and new interventions are sympathetically detailed and will allow the conversion and reuse of the building. As a whole, proposals will therefore safeguard the special interest (significance) of the building and subject to conditions requiring further detail of landscaping, will not cause harm to its setting or the setting of adjoining conservation areas and listed buildings. Proposals therefore comply with national and local policy and the relevant statutory duties in relation to heritage assets.

8.3 Residential Amenity (Sunlight and Daylight, Sense of Enclosure and Privacy)

Policy S29 of the City Plan relates to health, safety and wellbeing, stating that the Council will resist proposals that would result in an unacceptable material loss of amenity. Policy ENV13 of the UDP relates to protecting amenities, daylight and sunlight, and environmental quality. The proposals do not propose to extend the building or to increase its envelope. The proposed change of use will therefore not alter the existing envelope of the building. For this reason, there will be no implications to daylight and sunlight of neighbouring properties and therefore the applicant has not undertaken a Daylight and Sunlight assessment. Similarly, there will be no impact to neighbouring properties in terms of sense of enclosure or loss of privacy. The new residential units will face onto Rampayne Street but this will have an acceptable front to front relationship typical of this part of the City.

8.4 Transportation/Parking

The basement of the building is served by a vehicle ramp from Rampayne Street. This ramp provides access to the proposed car parking and cycle parking in the basement. The ramp is shared with the neighbouring commercial buildings at 2 Bessborough Street and 19 Drummond Gate.

The scheme proposes to provide 19 car parking spaces (including three disabled parking spaces) for use by occupants of 33 Vauxhall Bridge Road. A further 19 spaces are retained for use by the commercial occupiers of Drummond Gate and 5 spaces for 2 Bessborough Street (25 in total). A total of 59 secure cycle spaces are proposed for the 30 units.

Policy TRANS 23 of the UDP details an 80% on-street car park occupancy threshold above which the provision of additional vehicles to the on-street parking environment will result in an unacceptable level of deficiency.

The evidence of the Council's most recent night time parking survey in 2018 (Buchanan's) indicates that parking occupancy of ResPark bays within a 200-metre radius of the site is 80%. However, TRANS23 includes all legal parking spaces (e.g. Single Yellow Lines, Metered Bays, P&D, and Shared Use) as such with the addition of Single Yellow Line availability at night, the stress level reduces to 67%.

The evidence of the Council's most recent daytime parking survey in 2018 (Buchanan's) indicates that parking occupancy of ResPark bays within a 200-metre radius of the site is 67%. TRANS23 includes all legal parking spaces. During the daytime within the area, the only legal on-street spaces for permit holders are Residential and Shared Use Bays.

Whilst it is acknowledged that the site has a high level of public transport accessibility, households with one or more car in the Church Street Ward is 44% (2011 Census figures). This is higher than the borough average and given the accessibility to public transport it is considered comparatively high.

Overall parking pressures in this area remains below the stress level, but with the introduction of increased levels of residential in this area with limited off-street parking or on-street parking restraint the stress levels are likely to increase. However, given the on-site provision and on the basis of the Council's data any additional on-street parking generated as a result of the proposal can be absorbed into the surrounding street network. The concerns of the objection who resides with Stourhead House are noted however a refusal could not be sustained on this basis. Therefore, the development is consistent with Policy TRANS23 of the UDP.

The applicant has confirmed that the cycle parking is not shared with the occupiers of Drummond Gate. The cycle parking provision is considered acceptable and exceeds both current and emerging London Plan standards. It is recommended that 59 cycle spaces are secured by condition.

8.5 Economic Considerations

There will be a reduction in office space at the application site which could have implications for local spend.

8.6 Access

The southern core (Pimlico Station entrance) will provide level access into the entrance lobby and central access corridor. Full lift access is provided within the southern core to all floors within the building. The northern core (Vauxhall Bridge Road) is accessed via steps externally (which are existing) but inside the core there will be lift access to all floors of the building.

8.7 Other UDP/Westminster Policy Considerations

Plant

The scheme includes mechanical plant within the roof void at second floor level and louvres in the roof slope will provide the necessary ventilation. There will also be an emergency generator as the residential units rely on mechanical ventilation due to the poor air quality. The details of the proposed plant and machinery on site have not been

submitted at this stage therefore our standard conditions are recommended in order to ensure our adopted noise policies are complied with. protect residential amenity. This will include a requirement to provide details of a supplementary noise report.

Refuse /Recycling

The waste and recycling stores are shown to be within the basement. The Projects Officer (Waste) has requested a swept path analysis of the ramp and a waste route diagram showing how the waste is to be collected. In response the applicant has advised that waste and recycling will be collected in the same way it was collected from the previous office use which is via the ramp and the loading bay. This is considered a satisfactory arrangement, particularly given that The Crown Estate will be managing the basement of the building.

Trees

No trees are due to be removed as part of the works proposed however there are existing trees in close proximity. The Arboricultural officer is satisfied with the proposals subject to submission of further information to explaining the measures to protect the trees on and close to the site and details of the soil to be used to create new areas of landscaping and to build up levels. It is recommended that this information, together with full details of soft landscaping are secured by conditions.

Biodiversity

The existing soft landscaped areas are to be retained, albeit the level will be altered, and private gardens are to be provided at lower ground floor level. No other bio-diversity measures are proposed. Overall the proposed private gardens should enhance the bio-diversity of the site.

Sustainability

London Plan (Consolidated with Alterations since 2011) 2016 Policy 5.2 sets out that development proposals should make the fullest contribution to minimising carbon dioxide emissions in accordance with the following energy hierarchy:

- (i) Be lean: use less energy
- (ii) Be clean: supply energy efficiently
- (iii) Be green: use renewable energy

The London Plan (2016) is supported by various supplementary planning guidance (SPG) that includes "Sustainable Design and Construction" dated April 2014 that relates specifically to sustainability issues.

The Sustainable Design and Construction SPG sets out that the new building element (which includes the roof extension) of the current development is required to meet a carbon emission reduction target of 35% against a Building Regulations Part L2A:2013 Baseline.

The draft version of the updated London Plan was issued in December 2017 with a supplementary energy strategy guidance update issued in October 2018. Policy SI2 sets out that major developments should be net zero carbon. However, the draft London Plan policy SI2 requiring zero carbon for all major developments is yet to be adopted, so officers consider the 35% improvement target should still apply.

The Energy Strategy submitted with the application has compared the emissions performance of the proposed building within its performance of the building prior to the redevelopment, using SAP10 emissions fuel factors. The strategy concludes that the proposed development will achieve a 44% improvement over the baseline emissions, being the existing building.

The Standard Assessment Procedure (SAP) is the Government's recommended methodology for energy rating enabling calculation of the energy demand and the CO2 emissions associated with residential areas. The GLA has decided that from January 2019 and until central Government updates Part L with the latest carbon emission factors, planning applicants are encouraged to use the SAP 10 emission factors for applications when estimating CO2 emission performance against London Plan policies

The proposed energy efficiency measures to deliver this performance are:

- Fabric thermal performance improvement to meet Part L1B (e.g. wall insulation, improved window performance)
- Heat recovery ventilation
- Provision of energy efficient light fittings
- Provision of efficient air source heat pumps (ASHP) systems.

The carbon reduction figures include the energy requirements of the mechanical cooling required avoid overheating. Whilst occupants will be able to open windows within the flats, in order to meet air quality requirements a passive ventilation system is proposed.

In line with Policy 5.2 of the London Plan, the applicant has looked at a possible connection to the PDHU. Whilst a connection is technically feasible (the connection point is nearby on the Lillington Gardens Estate) it would not deliver the same level of carbon savings as using efficient air source heat pumps (ASHP) systems. The applicant has calculated carbon savings of 40.46% with ASHP compared to 36.16% through a connection to PDHU. This is because the energy from the national grid now relies heavily upon renewable energy whereas the PDHU, whilst an energy efficient system, relies upon the burning of gas, a fossil fuel.

Air Quality

The council has declared an Air Quality Management Area (AQMA) for the entire Borough for exceedances of the annual mean nitrogen dioxide (NO2) and 24-hour mean particulate matter (as PM10) Air Quality Strategy (AQS) Objectives. The applicant has submitted an Air Quality Assessment (AQA) and Air Quality Neutral Assessment (AQNA) with their application. Environmental Health advise that the conclusion of the AQNA says it is not air quality neutral for transport emissions which is not acceptable. The applicant will need to provide some details of mitigation to bring the development in line with air quality neutral, this should include on site mitigation as a first preference, off site mitigation as a second preference and finally if air quality neutral still can't be achieved they will need to consider an offsetting payment. Full details of the measures to be secured will be reported verbally to committee.

8.8 Westminster City Plan

The City Council is currently working on a complete review of its City Plan. Formal consultation on Westminster's City Plan 2019-2040 was carried out under Regulation 19 of the Town and Country Planning Act (Local Planning) (England) Regulations 2012 between Wednesday 19 June 2019 and Wednesday 31 July 2019 and on the 19 November 2019, the plan was submitted to the Secretary of State for independent examination. In the case of a draft local plan that has been submitted to the Secretary of State for Examination in Public, under Regulation 22(3) of the Town and Country Planning Act (Local Planning) (England) Regulations 2012, -having regard to the tests set out in para. 48 of the NPPF, it will generally attract very limited weight at this present time.

8.9 Neighbourhood Plans

The site is not located in an area where there is a Neighbourhood Plan in place.

8.10 London Plan

This application raises no strategic issues.

8.11 National Policy/Guidance Considerations

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

Further to the Town and Country Planning (Pre-commencement Conditions) Regulations 2018, the City Council cannot impose a pre-commencement condition (a condition which must be discharged before works can start on site) on a planning permission without the written agreement of the applicant, unless the applicant fails to provide a substantive response within a 10 day period following notification of the proposed condition, the reason for the condition and justification for the condition by the City Council.

During the course of this application a notice was served relating to the proposed imposition of pre-commencement conditions. The applicant has agreed to the imposition of the conditions.

8.12 Planning Obligations

The draft 'Heads' of agreement are proposed to cover the following issues:

The provision of 3,400sqm (GIA) of residential accommodation to be used for affordable housing purposes.

That following practical completion and transfer to a Registered Provider, 2217sqm (GIA) of residential accommodation can be used to address Westminster's mixed use policy requirements that may arise from future commercial development schemes (effectively an affordable housing 'credit') subject to the following parameters (to be set out in a memorandum of understanding within the agreement):

- i. It would be used only in connection with commercial developments in which The Crown Estate, or a subsidiary company, is the applicant, either alone or with a joint venture partner.
- xi. Use of the offset provision would not be traded, or otherwise made available by The Crown Estate to third-party developers otherwise unconnected with The Crown Estate.
- xii. The offset provision would be linked to no more than five future The Crown Estate developments.
- xiii. The use of the offset provision would be on a floorspace (GIA sqm) basis only.
- xiv. The Crown Estate would not request that the cost to it of the creation of the credits was considered in any subsequent discussion of financial viability or commercial deliverability.
- xv. Any planning application proposing the use/draw down of the offset floorspace would be required to be submitted to the City Council within three years of the practical completion of the affordable housing floorspace at 33 Vauxhall Bridge Road.
- xvi. Once assigned to that commercial proposal, the offset provision would not be available to be used in connection with an alternative commercial proposal unless The Crown Estate notified the City Council that it no longer intended to proceed with that option.
- xvii. Any offset provision not linked to a future development within three years of completion of 33 Vauxhall Bridge Road would no longer be capable of being linked to future The Crown Estate developments.
- xviii. The offset provision would be linked to The Crown Estate development proposals in West End and St James's Wards unless otherwise agreed by both parties.
- xix. As well as the residential affordable housing credit to offset commercial increases elsewhere, and only following the practical completion and transfer to a Registered Provider of 2217sqm (GIA) of residential floorspace, the Council will factor the proposed loss of 2,214sqm of office accommodation at 33 Vauxhall Bridge Road into any calculations that establish a residential requirement arising from other commercial developments. The use of the commercial offset provision would be subject to the same parameters set out in i-ix. above.

Monitoring costs of £500 for each of the above clauses

A CIL payment is not expected as all of the affordable housing would be eligible for affordable housing relief.

8.13 Environmental Impact Assessment

The scheme does not trigger the requirement for an Environmental Impact Assessment.

8.14 Other Issues

Construction impact

The works proposed are not considered to be of a scale to require adherence to the council's Code of Construction Practice. However, an informative is recommended to encourage adherence to the Considerate Builder's Scheme. In addition to this it is recommended that our standard condition is attached to the decision notice to protect the general amenity of the surrounding area by ensuring that core working hours are

kept to 08.00 to 18.00 Monday to Friday and 08.00 to 13.00 on Saturday. The condition states that noisy work must not take place outside these hours except as may be exceptionally agreed by other regulatory regimes such as the police, by the highway's authority or by the local authority under the Control of Pollution Act 1974.

Crime and security

The Secured by Design Officer has raised a number of concerns regarding multiple access points to the residential flats, management issues regarding the shared use of the underground car park and question how secure the waste store and cycle parking provision is.

The applicant advises that a meeting took place with the Secured by Design Officer in September where it was explained that the basement is already shared with Drummond Gate, 33 Vauxhall Bridge Road and 2 Bessborough Street. This is the result of existing long-term lease arrangement for fire escape and parking which the applicant is obliged to continue to provide. The applicant advises that it is their intention to retain management responsibility for the ramp and basement servicing area as well as the car park. Whilst detailed information on access control between the buildings has not been provided, the applicant advises that it is their intention that the building and its links with Drummond Gate and the neighbouring office block at 2 Bessborough Street will be carefully managed to ensure that visitors, workers and residents can only access the areas relevant to them. In order to ensure that this is the case it is recommended that full details of management of the basement area, including waste collection, are secured by condition prior to the occupation of the residential units.

In response to the other concerns raised the applicant has revised the following minor changes to the scheme have been made:

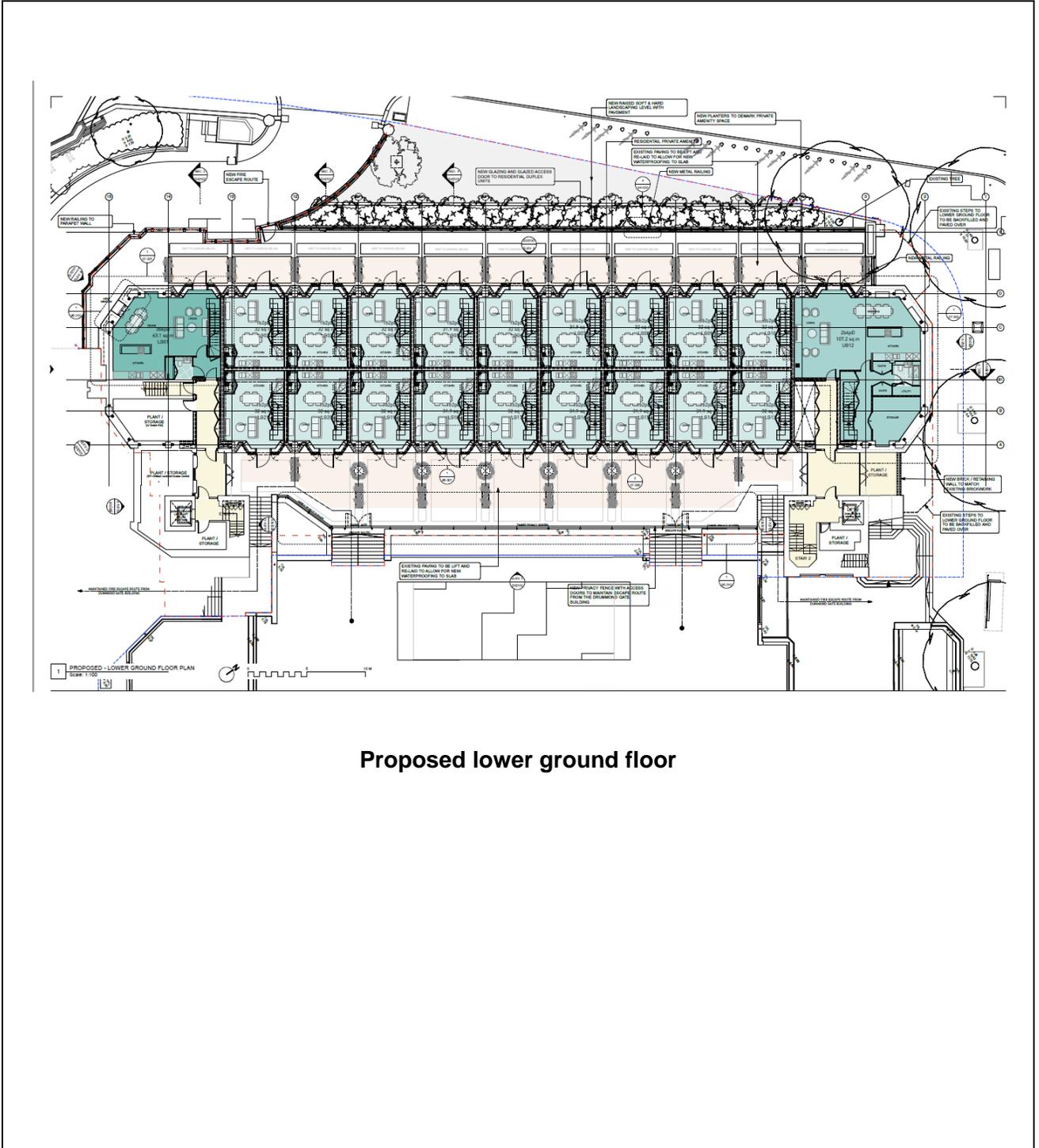
- Inclusion of a railing with self-closing gate at the end of each private terrace so that gardens become defensible space (adjacent to fire escape routes).
- Low level wall around refuse stores in basement - to clearly demarcate them and minimise the potential for fly-tipping.
- Second Post Room introduced at Upper Ground – this provides an additional post room adjacent to the level access entrance at the 2 Bessborough Street end of the building and the applicant advises allows for better compartmentalisation of the building.

It is considered that, subject to satisfactory details being submitted on the management of the basement area, the proposal is considered acceptable in terms of crime and security.

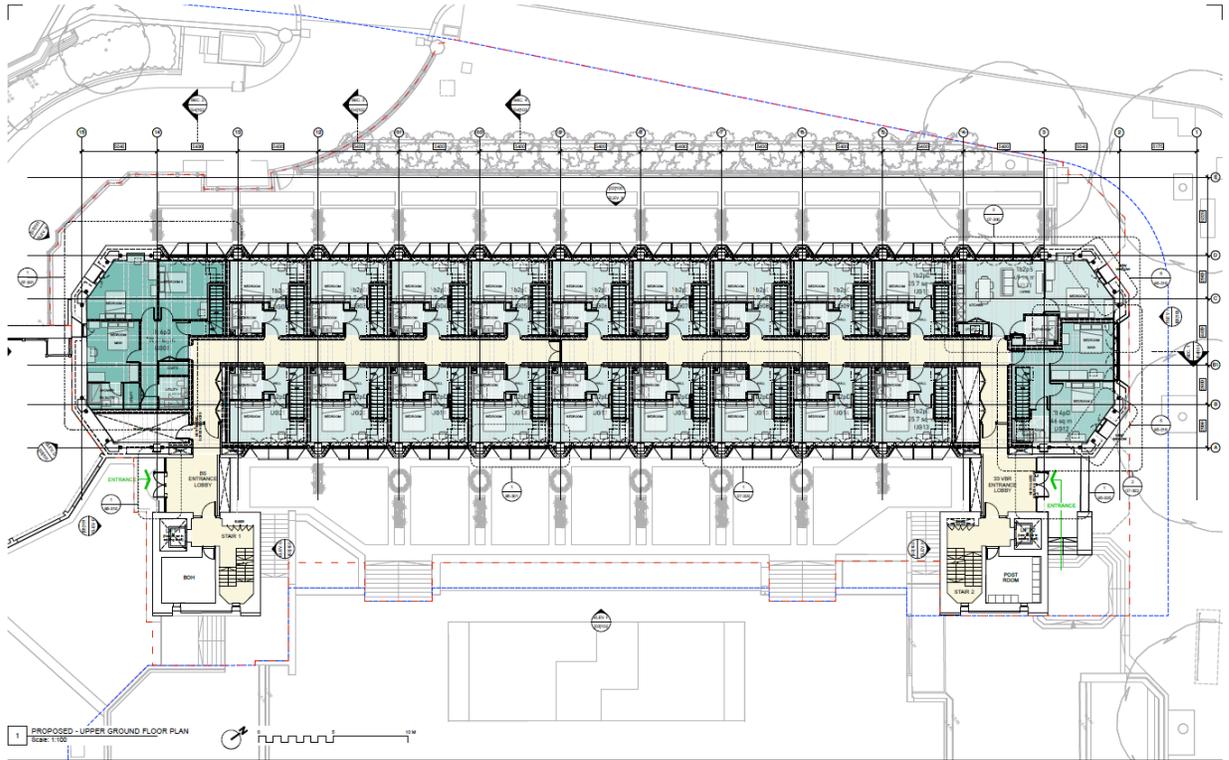
(Please note: All the application drawings and other relevant documents and Background Papers are available to view on the Council's website)

IF YOU HAVE ANY QUERIES ABOUT THIS REPORT PLEASE CONTACT THE PRESENTING OFFICER: MATTHEW MASON BY EMAIL AT mmason@westminster.gov.uk

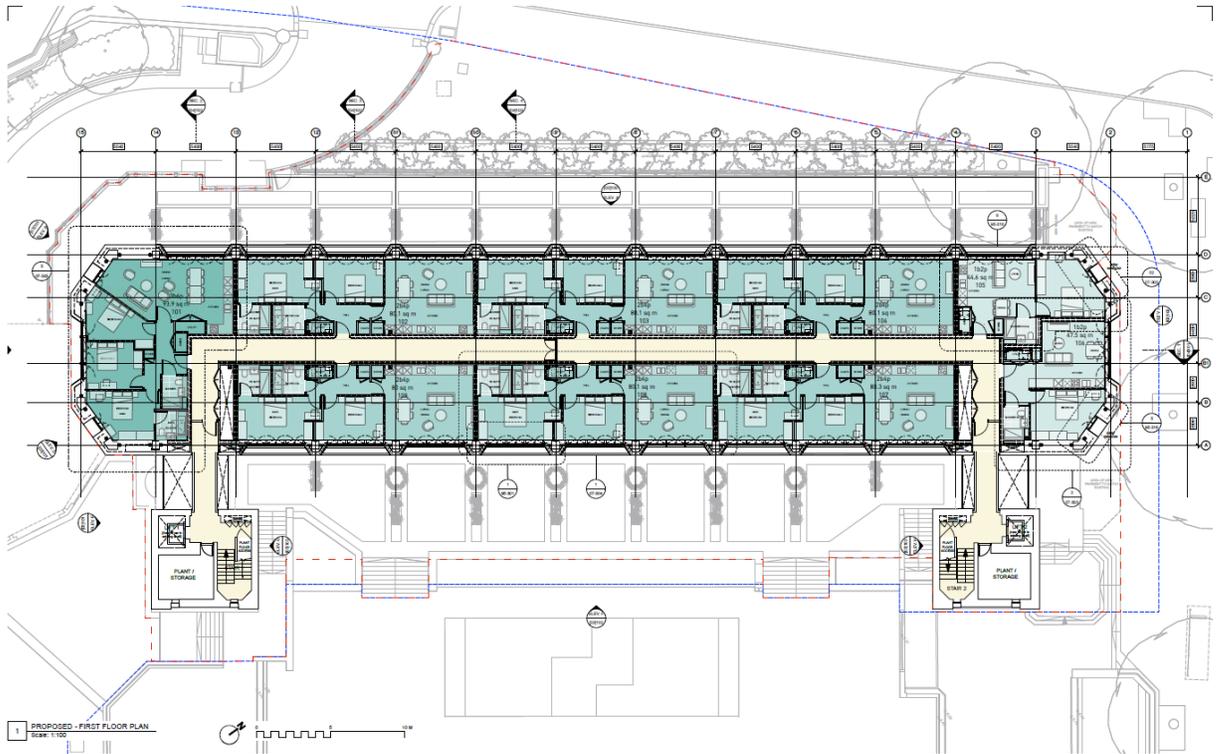
9. KEY DRAWINGS



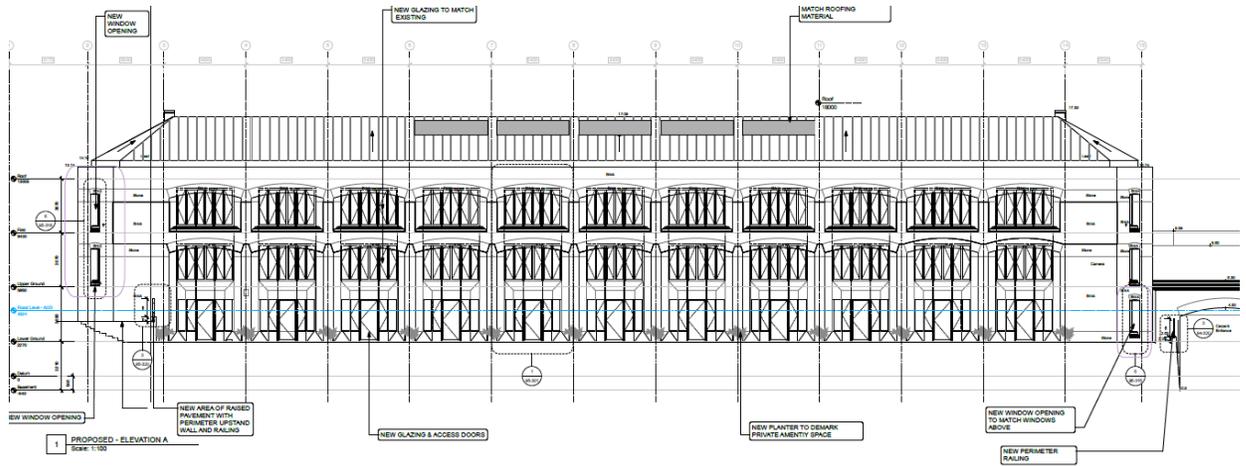
Proposed lower ground floor



Proposed upper ground floor



Proposed first floor



Proposed Rampayne Street elevation

DRAFT DECISION LETTER

Address: 33 Vauxhall Bridge Road, London, SW1V 2TB,

Proposal: Use of building as residential flats (Class C3); external works including: new entrance doors; creation of 5 new windows; replacement double glazed windows; infill of sunken steps; creation of gardens and access doors; new louvres within the roof; and associated plant and works.

Reference: 19/04881/FULL

Plan Nos: Existing Plans

E[01]104 P1; E[02]099 P1; E[02]100 P1; E[02]101 P1; E[02]102 P1; E[02]103 P1;
E[02]104 P1; E[95]310 P1; E[95]301 P1; E[95]302 P1; E[95]305 P1., E[03]100 P1;
E[03]101 P1; E[03]102 P1; E[03]103 P1; E[04]100 P1; E[04]101 P1; E[04]102 P1;
E[04]103 P1

Demolition Plans

D[02]099 P1; D[03]100 P1; D[03]101 P1; D[03]102 P1; D[03]103 P1; D[02]101 P1;
D[02]102 P1; D[02]100 P1; D[02]104 P1; D[02]103 P1; D[04]100 P1, D[04]101 P1;
D[04]102 P1; D[04]103 P1.

Proposed Plans.

ST-E[01]104 P1; ST-[02]099 P3; ST-[02]100 P2; ST-[02]101 P2; ST-[02]102 P1; ST-
[02]103 P1; ST-[02]104 P1; ST-[03]100 P1; ST-[03]101 P1; ST-[03]102 P1; ST-
[03]103 P1; ST-[04]100 P1; ST-[04]101 P1; ST-[04]102 P1; , ST-[04]103 P1; ST-
[07]300 P1; ST-[07]301 P1; ST-[07]302 P1; ST-[07]303 P1; ST-[07]304 P1; ST-
[95]301 P1; ST-[95]302 P1; ST-[95]305 P1; ST-[95]310 P1; ST-[95]315 P1; ST-
[95]316 P1; ST-[95]320 P1; ST-[95]322 P1; , ST-[95]330 P1; ST-[95]335 P1; ST-
[95]340 P1.

Documents

Air Quality Assessment (June 2019), Acoustic Report (February 2019), Flood Risk Assessment (June 2019), Heritage Statement (June 2019), Overheating Analysis Report (March 2019), Design and Access Statement (June 2019), Daylight and Sunlight Report (18 March 2019), Planning Statement (June 2019), , For information purposes only., Statement of Community Involvement (June 2019)

Case Officer: Matthew Mason

Direct Tel. No. 020 7641 2926

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 The residential accommodation hereby approved is for 30 units as shown on the approved plans.

Reason:

In order to comply with S14 of our City Plan (November 2016).

- 3 Except for piling, excavation and demolition work, you must carry out any building work which can be heard at the boundary of the site only: , o between 08.00 and 18.00 Monday to Friday; , o between 08.00 and 13.00 on Saturday; and , o not at all on Sundays, bank holidays and public holidays. , , You must carry out piling, excavation and demolition work only: , o between 08.00 and 18.00 Monday to Friday; and , o not at all on Saturdays, Sundays, bank holidays and public holidays. , , Noisy work must not take place outside these hours unless otherwise agreed through a Control of Pollution Act 1974 section 61 prior consent in special circumstances (for example, to meet police traffic restrictions, in an emergency or in the interests of public safety). (C11AB)

Reason:

To protect the environment of residents and the area generally as set out in S29 of Westminster's City Plan (November 2016) and STRA 25, TRANS 23, ENV 5 and ENV 6 of our Unitary Development Plan that we adopted in January 2007. (R11AC),

- 4 **Pre Commencement Condition.** You must carry out a detailed site investigation to find out if the building or land are contaminated with dangerous material, to assess the contamination that is present, and to find out if it could affect human health or the environment. This site investigation must meet the water, ecology and general requirements outlined in 'Contaminated Land Guidance for Developers submitting planning applications' - produced by Westminster City Council in January 2018., , You must apply to us for approval of the following investigation reports. You must apply to us and receive our written approval for phases 1, 2 and 3 before any demolition or excavation work starts, and for phase 4 when the development has been completed but before it is occupied., , Phase 1: Desktop study - full site history and environmental information from the public records., , Phase 2: Site investigation - to assess the contamination and the possible effect it could have on human health, pollution and damage to property., , Phase 3: Remediation strategy - details of this, including maintenance and monitoring to protect human health and prevent pollution., , Phase 4: Validation report - summarises the action you have taken during the development and what action you will take in the future, if appropriate., (C18AA)

Reason:

To make sure that any contamination under the site is identified and treated so that it does not harm anyone who uses the site in the future. This is as set out in STRA 34 and ENV 8 of our Unitary Development Plan that we adopted in January 2007. (R18AA)

- 5 (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 (November 2016), 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. (R46AB)

- 6 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. (R48AA)

- 7 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. (R49AA)

- 8 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. (R49BA)
- 9 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(s) 5 and 6 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 (November 2016), by contributing to reducing excessive ambient noise levels. (R51AB)
- 10 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 7 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:
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. (R49AA)
- 11 You must install the mechanical ventilation with heat recovery (MVHR) systems to each flat in accordance with the specifications set out in Overheating Analysis Report Stage 2+(March 2019) prior to occupation of each of the flats. Thereafter the MVHR system for each flat must be permanently retained and maintained over the lifetime of the development.
- Reason:
In order to provide housing of a satisfactory standard in accordance with S15 of Westminster's City Plan (November 2016) and H3 of our Unitary Development Plan that we adopted in January 2007.
- 12 You must apply to us for details of a management plan for the basement to include details of basement security measures and who has access to which parts of the basement. You must not occupy the residential flats hereby approved until we have approved what you have sent us. Thereafter you must carry out the development in accordance with the details approved.
- Reason:
In order to ensure that the basement is properly managed in the interests of security. This is to comply with S29 of Westminster's City Plan (November 2016) and H3 of our Unitary Development Plan that we

adopted in January 2007.

- 13 Notwithstanding the details submitted in your application, you must apply to us for approval of details of how waste is going to be stored on the site, including labelling of all bins to demonstrate sufficient capacity will be provided and the provision of a strategy to demonstrate who will be responsible for moving the bins to their collection point. You must not start work on the relevant part of the development until we have approved what you have sent us. You must then provide the waste stores in line with the approved details, and clearly mark them and make them available at all times to everyone occupying the flats. You must not use the waste stores for any other purpose.

Reason:

To protect the environment and provide suitable storage for waste as set out in S44 of Westminster's City Plan (November 2016) and ENV 12 of our Unitary Development Plan that we adopted in January 2007. (R14BD)

- 14 Waste and recycling is to be collected from within the basement of the building. There shall be no waste left on the highway.

Reason:

To protect the environment as set out in S44 of Westminster's City Plan (November 2016) and ENV 12 of our Unitary Development Plan that we adopted in January 2007. (R14BD)

- 15 You must apply to us for approval of details of the security measures to be protect the safety of future residents. 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 details we approve prior to the occupation of the development. (C26DB)

Reason:

To ensure the safety of future residents in accordance with Policies S28 and S29 in Westminster's City Plan and Paragraph 91 of the NPPF (February 2019).

- 16 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 Policy 6.9 (Table 6.3) of the London Plan 2016 (R22FA)

- 17 Notwithstanding the information submitted, you must apply to us for approval of a method statement explaining the measures you will take to protect the trees on and close to the site. You must not start any demolition, site clearance or building work, and you must not take any equipment, machinery or materials for the development onto the site, until we have approved what you have sent us. You must include a schedule of arboricultural supervision with provision to send a written report to us within 5 days of each visit. You must then carry out the work according to the approved details.

Reason:

To make sure that the trees on the site are adequately protected during building works. This is as set out in S38 of Westminster's City Plan (November 2016) and DES 1 (A), ENV 16 and ENV 17 of our Unitary Development Plan that we adopted in January 2007. (R31AC)

- 18 Notwithstanding the information submitted, you must apply to us for approval of the details of the soil to be used to create new areas of landscaping and to build up levels. You must include sections drawings of the soil build up and a methodology for installing the soil in a way that will prevent compaction of the top soil.

Reason:

To improve the appearance of the development and its contribution to biodiversity and the local environment, as set out in S38 of Westminster's City Plan (November 2016) and ENV 16, ENV 17 and DES 1 (A) of our Unitary Development Plan that we adopted in January 2007. (R30AC)

- 19 You must apply to us for approval of detailed drawings of a hard and soft landscaping scheme which includes the number, size, species and position of trees and shrubs. You must not start work on the relevant part of the development until we have approved what you have sent us. You must then carry out the landscaping and planting within one season of completing the development (or within any other time limit we agree to in writing)., , If you remove any trees or find that they are dying, severely damaged or diseased within five years of planting them, you must replace them with trees of a similar size and species. (C30CB)

Reason:

To improve the appearance of the development and its contribution to biodiversity and the local environment, as set out in S38 of Westminster's City Plan (November 2016) and ENV 16, ENV 17 and DES 1 (A) of our Unitary Development Plan that we adopted in January 2007. (R30AC)

- 20 You must apply to us for approval of detailed drawings showing the following alteration(s) to the scheme , removal of timber screen and replacement with soft landscaping or other more appropriate alternative. , , You must not start on these parts of the work until we have approved what you have sent us. You must then carry out the work according to the approved drawings. (C26UB)

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 (November 2016) and DES 1 and DES 5 or DES 6 or both of our Unitary Development Plan that we adopted in January 2007. (R26AD)

- 21 You must not attach flues, ducts, soil stacks, soil vent pipes, or any other pipework other than rainwater pipes to the outside of the building unless they are shown on the approved drawings. (C26KA)

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 (November 2016) and DES 1 and DES 5 or DES 6 or both of our Unitary Development Plan that we adopted in January 2007. (R26AD)

- 22 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:

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 (November 2016) and DES

1 and DES 5 or DES 6 or both of our Unitary Development Plan that we adopted in January 2007. (R26AD)

- 23 You must apply to us for approval of detailed written and photographic schedule 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 work on the relevant part of the development until we have approved in writing what you have sent us. You must then carry out the work using the approved materials. (C26BD)

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 (November 2016) and DES 1 and DES 5 or DES 6 or both of our Unitary Development Plan that we adopted in January 2007. (R26AD)

- 24 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 (November 2016) and DES 1 and DES 5 or DES 6 or both of our Unitary Development Plan that we adopted in January 2007. (R26AD)

- 25 You must provide each car parking space shown on the approved drawings and each car parking space shall only be used for the parking of vehicles of people living in the residential part of this development.

Reason:

To provide 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 Prior to occupation of the development you must provide 20% of the parking spaces within the development with active electric vehicle charging points and a further 20% of the spaces must have passive provision for future electric vehicle charging points. Thereafter the electric vehicle charging points must be permanently retained.

Reason:

To provide electric vehicle charging in accordance with Policy 6.13 in the London Plan (March 2016).

- 27 You must provide, maintain and retain the following energy efficiency measures before you start to use any part of the development, as set out in your application., , - Fabric thermal performance improvement to meet Part L1B (e.g. wall insulation, improved window performance), - Heat recovery ventilation, - Provision of energy efficient light fittings, - Provision of efficient air source heat pumps (ASHP) systems., , 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 (November 2016). (R44AC)

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 (November 2016), Unitary Development Plan, neighbourhood plan (where relevant), 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 Cleansing section on 020 7641 7962 about your arrangements for storing and collecting waste. (I08AA)
- 3 Under the Greater London Council (General Powers) Act 1973, as amended by the Deregulation Act 2015, you need planning permission to use residential premises as 'temporary sleeping accommodation' (i.e. where the accommodation is occupied by the same person or persons for less than 90 consecutive nights) unless the following two conditions are met:
 1. The number of nights in any single calendar year in which the property is used to provide 'temporary sleeping accommodation' does not exceed 90 [ninety].
 2. The person who provides the sleeping accommodation pays council tax in respect of the premises under Part 1 of the Local Government Finance Act 1992 (where more than one person provides the sleeping accommodation, at least one of those persons must pay council tax in respect of the premises)., This applies to both new and existing residential accommodation. Please see our website for more information: <https://www.westminster.gov.uk/short-term-letting-0>. Also, under Section 5 of the Greater London Council (General Powers) Act 1984 you cannot use the property for any period as a time-share (that is, where any person is given a right to occupy all or part of a flat or house for a specified week, or other period, each year).
- 4 You are encouraged to join the nationally recognised Considerate Constructors Scheme. This commits those sites registered with the Scheme to be considerate and good neighbours, as well as clean, respectful, safe, environmentally conscious, responsible and accountable. For more information please contact the Considerate Constructors Scheme directly on 0800 783 1423, siteenquiries@ccscheme.org.uk or visit www.ccscheme.org.uk.
- 5 This permission is governed by a Unilateral Undertaking from the applicant under Section 106 of the Town and Country Planning Act 1990. The Undertaking relates to:
 - a) The provision of 3,400sqm (GIA) of residential accommodation to be used for affordable housing purposes.
 - b) That following practical completion and transfer to a Registered Provider, 2217sqm (GIA) of residential accommodation can be used to address Westminster's mixed use policy requirements that may arise from future commercial development schemes (effectively an

affordable housing 'credit') subject to the following parameters (to be set out in a memorandum of understanding within the agreement):, , i. It would be used only in connection with commercial developments in which The Crown Estate, or a subsidiary company, is the applicant, either alone or with a joint venture partner., ii. Use of the offset provision would not be traded, or otherwise made available by The Crown Estate to third-party developers otherwise unconnected with The Crown Estate., iii. The offset provision would be linked to no more than five future The Crown Estate developments., iv. The use of the offset provision would be on a floorspace (GIA sqm) basis only., v. The Crown Estate would not request that the cost to it of the creation of the credits was considered in any subsequent discussion of financial viability or commercial deliverability., vi. Any planning application proposing the use/draw down of the offset floorspace would be required to be submitted to the City Council within three years of the practical completion of the affordable housing floorspace at 33 Vauxhall Bridge Road., vii. Once assigned to that commercial proposal, the offset provision would not be available to be used in connection with an alternative commercial proposal unless The Crown Estate notified the City Council that it no longer intended to proceed with that option., viii. Any offset provision not linked to a future development within three years of completion of 33 Vauxhall Bridge Road would no longer be capable of being linked to future The Crown Estate developments. , ix. The offset provision would be linked to The Crown Estate development proposals in West End and St James's Wards unless otherwise agreed by both parties., x.

As well as the residential affordable housing credit to offset commercial increases elsewhere, and only following the practical completion and transfer to a Registered Provider of 2217sqm (GIA) of residential floorspace, the Council will factor the proposed loss of 2,214sqm of office accommodation at 33 Vauxhall Bridge Road into any calculations that establish a residential requirement arising from other commercial developments. The use of the commercial offset provision would be subject to the same parameters set out in i-ix. above., , c) Monitoring costs of £500 for each of the above clauses. ,

- 6 Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed, development.
- 7 You are advised that where possible the security measures required by Condition 15 should accord with Secure by Design principles
- 8 The waste and recycling details required by Condition 13 should clarify who will be responsible for collecting the bins from the waste stores and move them to the refuse collection position and visa versa.

Please note: the full text for informatives can be found in the Council's Conditions, Reasons & Policies handbook, copies of which can be found in the Committee Room whilst the meeting is in progress, and on the Council's website.

DRAFT DECISION LETTER

Address: 33 Vauxhall Bridge Road, London, SW1V 2TB,

Proposal: Use of building as residential flats (Class C3); external works including: new entrance doors; creation of 5 new windows; replacement double glazed windows; infill of sunken steps; creation of gardens and access doors; new louvres within the roof; and associated plant and works. (Linked to 19/04881/FULL)

Reference: 19/04974/LBC

Plan Nos: Existing Plans
E[01]104 P1; E[02]099 P1; E[02]100 P1; E[02]101 P1; E[02]102 P1; E[02]103 P1;
E[02]104 P1; E[95]310 P1; E[95]301 P1; E[95]302 P1; E[95]305 P1; E[03]100 P1;
E[03]101 P1; E[03]102 P1; E[03]103 P1; E[04]100 P1; E[04]101 P1; E[04]102 P1;
E[04]103 P1

Demolition Plans

D[02]099 P1; D[03]100 P1; D[03]101 P1; D[03]102 P1; D[03]103 P1; D[02]101 P1;
D[02]102 P1; D[02]100 P1; D[02]104 P1; D[02]103 P1; D[04]100 P1, D[04]101 P1;
D[04]102 P1; D[04]103 P1.

Proposed Plans

ST-E[01]104 P1; ST-[02]099 P3; ST-[02]100 P2; ST-[02]101 P2; ST-[02]102 P1; ST-
[02]103 P1; ST-[02]104 P1; ST-[03]100 P1; ST-[03]101 P1; ST-[03]102 P1; ST-
[03]103 P1; ST-[04]100 P1; ST-[04]101 P1; ST-[04]102 P1; , ST-[04]103 P1; ST-
[07]300 P1; ST-[07]301 P1; ST-[07]302 P1; ST-[07]303 P1; ST-[07]304 P1; ST-
[95]301 P1; ST-[95]302 P1; ST-[95]305 P1; ST-[95]310 P1; ST-[95]315 P1; ST-
[95]316 P1; ST-[95]320 P1; ST-[95]322 P1; , ST-[95]330 P1; ST-[95]335 P1; ST-
[95]340 P1., ,

Documents

Heritage Statement (June 2019), Design and Access Statement (June 2019),

Case Officer: Matthew Mason

Direct Tel. No. 020 7641 2926

Recommended Condition(s) and Reason(s)

- 1 The works 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 All new work and improvements inside and outside the building must match existing original adjacent work in terms of the choice of materials, method of construction and finished appearance. This applies unless differences are shown on the approved drawings or are required in conditions to this permission. (C27AA)

Reason:

To protect the special architectural or historic interest of this listed building. This is as set out in S25 and S28 of Westminster's City Plan (November 2016) and DES 1, DES 10 (A) and paras 10.129 to 10.146 of our Unitary Development Plan that we adopted in January 2007. (R26ED)

- 3 You must not disturb existing ornamental features including chimney pieces, plasterwork, architraves, panelling, doors and staircase balustrades. You must leave them in their present position unless changes are shown on the approved drawings or are required by conditions to this permission. You must protect those features properly during work on site. (C27KA)

Reason:

To protect the special architectural or historic interest of this listed building. This is as set out in S25 and S28 of Westminster's City Plan (November 2016) and DES 1 of our Unitary Development Plan that we adopted in January 2007, and paragraph 2.4 of our Supplementary Planning Guidance: Repairs and Alterations to Listed Buildings. (R27BD)

- 4 You must apply to us for full particulars and/or detailed drawings of the following parts of the development: i. all new windows; ii. external doors; iii. new plant room louvres; iv. servicing strategy for flats; v. internal works to common parts including showing typical finishes, joinery and door detail and retention of remaining original door; vi. external lighting; vii. new railings

Reason:

To protect the special architectural or historic interest of this listed building. This is as set out in S25 and S28 of Westminster's City Plan (November 2016) and DES 1, DES 10 (A) and paras 10.129 to 10.146 of our Unitary Development Plan that we adopted in January 2007. (R26ED)

- 5 Existing internal panelling within the office shall be carefully dismantled, stored and reinstated as shown on the approved drawings prior to the occupation of the development. It must then be maintained in this location and condition thereafter.

Reason:

To protect the special architectural or historic interest of this listed building. This is as set out in S25 and S28 of Westminster's City Plan (November 2016) and DES 1, DES 10 (A) and paras 10.129 to 10.146 of our Unitary Development Plan that we adopted in January 2007. (R26ED)

- 6 You must not attach flues, ducts, soil stacks, soil vent pipes, or any other pipework other than rainwater pipes to the outside of the building unless they are shown on the approved drawings. (C26KA)

Reason:

To protect the special architectural or historic interest of this listed building. This is as set out in S25 and S28 of Westminster's City Plan (November 2016) and DES 1, DES 10 (A) and paras 10.129 to 10.146 of our Unitary Development Plan that we adopted in January 2007. (R26ED)

- 7 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:

To protect the special architectural or historic interest of this listed building. This is as set out in S25 and S28 of Westminster's City Plan (November 2016) and DES 1, DES 10 (A) and paras 10.129 to 10.146 of our Unitary Development Plan that we adopted in January 2007. (R26ED)

- 8 You must apply to us for approval of detailed written and photographic schedule 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 work on the relevant part of the development until we have approved in writing what you have sent us. You must then carry out the work using the approved materials. (C26BD)

Reason:

To protect the special architectural or historic interest of this listed building. This is as set out in S25 and S28 of Westminster's City Plan (November 2016) and DES 1, DES 10 (A) and paras 10.129 to 10.146 of our Unitary Development Plan that we adopted in January 2007. (R26ED)

- 9 You must apply to us for approval of detailed drawings showing the following alteration(s) to the scheme , , removal of timber screen and replacement with soft landscaping or other more appropriate alternative. , , You must not start on these parts of the work until we have approved what you have sent us. You must then carry out the work according to the approved drawings. (C26UB)

Reason:

To protect the special architectural or historic interest of this listed building. This is as set out in S25 and S28 of Westminster's City Plan (November 2016) and DES 1, DES 10 (A) and paras 10.129 to 10.146 of our Unitary Development Plan that we adopted in January 2007. (R26ED)

Informative(s):

- 1 SUMMARY OF REASONS FOR GRANTING CONDITIONAL LISTED BUILDING CONSENT - In reaching the decision to grant listed building consent with conditions, the City Council has had regard to the relevant policies in the National Planning Policy Framework, the London Plan 2016, Westminster's City Plan (November 2016), and the City of Westminster Unitary Development Plan adopted January 2007, as well as relevant supplementary planning guidance, representations received and all other material considerations., , The City Council decided that the proposed works would not harm the special architectural and historic interest of this listed building., , In reaching this decision the following were of particular relevance:, S25 and S28 of Westminster's City Plan and DES 10 including paras 10.130 to 10.146 of the Unitary Development Plan, and paragraph 2.4 of our Supplementary Planning Guidance: Repairs and Alterations to Listed Buildings.

Please note: the full text for informatives can be found in the Council's Conditions, Reasons & Policies handbook, copies of which can be found in the Committee Room whilst the meeting is in progress, and on the Council's website.