

DESIGN, ACCESS & HERITAGE STATEMENT

442-446 STREATHAM HIGH ROAD
LONDON, SW16 3PX

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Date:
08/04/2025



ATELIER AZEMAR

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1. INTRODUCTION

Project Information

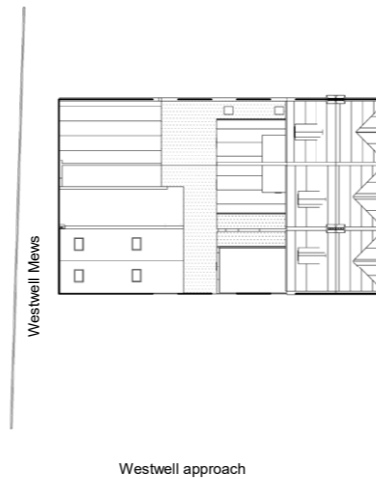
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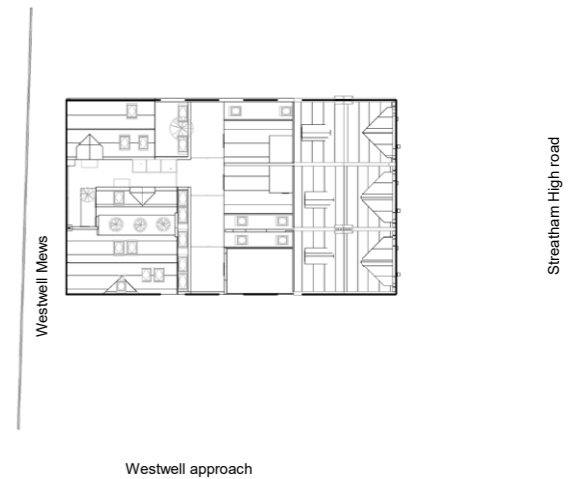
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Existing Block Plan



Proposed Block Plan



1. INTRODUCTION

Description

DESIGN AND ACCESS STATEMENT

The property forms part of a row of four storey Victorian terraced buildings facing Streatham Common, and it sits within Streatham Common Conservation Area.

The ground floor is comprised of two commercial units with front showroom, offices, meeting rooms and considerable storage spaces to the rear and to the basements.

The upper floors of the main building are residential flats, these flats are not included within the scope of this application.

This statement is in support of the full planning application for the remodelling of the rear ground and first floor retail units and storage, providing four additional residential units with associated amenity, refuse and bike storage.

The proposal aims is to renew the life of the property by sensitively extending and redesigning its arrangement whilst maintaining its character and overall appearance.

The rear of the property has been poorly built and soon in need of replacement. The works intend to make better use of the space, uplifting its thermal properties as well improving on its outward form and look, whilst remains in keeping with the neighbouring properties and similar approved applications.

The proposal has been guided by the National Planning Policy Framework (NPPF) and supplementary planning information related to Listed buildings as found on the Westminster council planning web address.

The planning application includes plans, elevations and section to support the review of the design in detail.

In addition, supporting documents have been prepared to supplement the application in order to fully consider the impact of the proposed development when a full planning application and listed building consent carried out.



Google photograph showing front street view of 442-446 Streatham High



Photograph showing front street view of 442-446 Streatham High Road

2. SITE INFORMATION

Heritage Statement

DESCRIPTION OF AREA

The Streatham Common Conservation Area was designated in 1994.

The conservation area is characterised by an eclectic mix of historic housing lining the perimeter of a historic open space, it illustrates the piecemeal suburban development of Streatham as London expanded. Vestiges of its semi-rural past sit alongside suburbia; combined with the unique amenities of Streatham Common and the Rookery gives the locality its unique landscape character and identity.

Much of Streatham Common is designated as a Local Nature in recognition of its role as a valuable wildlife habitat.

NEIGHBOURING PROPERTIES

Streatham High Road forms the western boundary of Streatham Common.

The junction with Greyhound Lane is very spacious and framed by handsome buildings. The buildings represent a diverse mix of styles and periods largely from the 19th and early 20th Centuries. Regrettably, insensitive and poorly detailed shop fronts present a shabby appearance. However, much fine detailing remains and there is significant potential to make enhancements which would benefit both the local people and the business community.

Streatham High Road is designated as Archaeological Priority Area as it follows the route of a Roman Road from London to Lewes.

STYLE AND CHARACTER

The property is part of an imposing late 19th Century building with a parade of shops with flats over.

Stock brick with red sophisticated brick detailing and some decorative stonework. Some modern replacement windows and poor quality shop-fronts detract from architectural integrity of the group.

Worthy of restoration.

Source:
Streatham Common Conservation Area,
Conservation Area Character Appraisal

CA 43
Streatham Common Conservation Area



The contractor or end user is permitted to use paper or digital copies of the map solely for the purpose of assisting with the delivery of those goods or services it has been engaged by Lambeth Council to provide.

Source:
Streatham Common Conservation Area,
Conservation Area Character Appraisal

2. SITE INFORMATION

Heritage Statement

HISTORIC MAPS

Early history

Streatham High Road follows the line of the Roman road that linked London to Lewes. The earliest mention of Streatham – deriving from ‘Street Ham’, i.e. hamlet on the street – dates from AD 675. Streatham Common at that time was common land for the manor of South Streatham where villagers had the right to graze their livestock and gather fuel. The Common is therefore one of Streatham’s oldest surviving features.

Up to 1800s

The discovery of medicinal waters in Streatham in 1659 proved to be significant to the area’s development. Throughout the 18th century people came to Streatham to take the healing mineral waters which were drawn from wells on Valley Road and at the present day Rookery Gardens.

1900s to present

At the turn of the 19th century Streatham was a modest village. Change accelerated significantly with the arrival of the railways in the mid 19th century. Streatham was now opened up to commuters from London and residential development quickened as London continued to expand.

During the First World War Streatham was subjected to Zeppelin bombing raids. The Streatham War Memorial was erected in the 1920s to commemorate local men who fought and died in the First World War. During the Second World War a large barrage balloon was flown on Streatham Common to deter enemy attack. Streatham was seriously scarred by enemy action; scores were killed and numerous buildings were damaged or destroyed.

In the post-war period Streatham experienced a slow decline from its suburban halcyon days and many of the larger suburban properties, including some alongside the Common, were divided into flats.

Source:
Streatham Common Conservation Area,
Conservation Area Character Appraisal



1746 - Rocque, John: An Exact Survey of the Citys of London, Westminster, ye Borough of Southwark, and the Country near Ten Miles round



1870 - Ordnance Survey: Surrey VIII - OS Six-Inch Map



1938 - Ordnance Survey: Surrey VIII.SW & SE - OS Six-Inch Map



1945 - LCC: London County Council Bomb Damage Map, sheet 135 covering Streatham; Tooting Bec

2. SITE INFORMATION

Heritage Statement

HISTORIC PHOTOGRAPHS



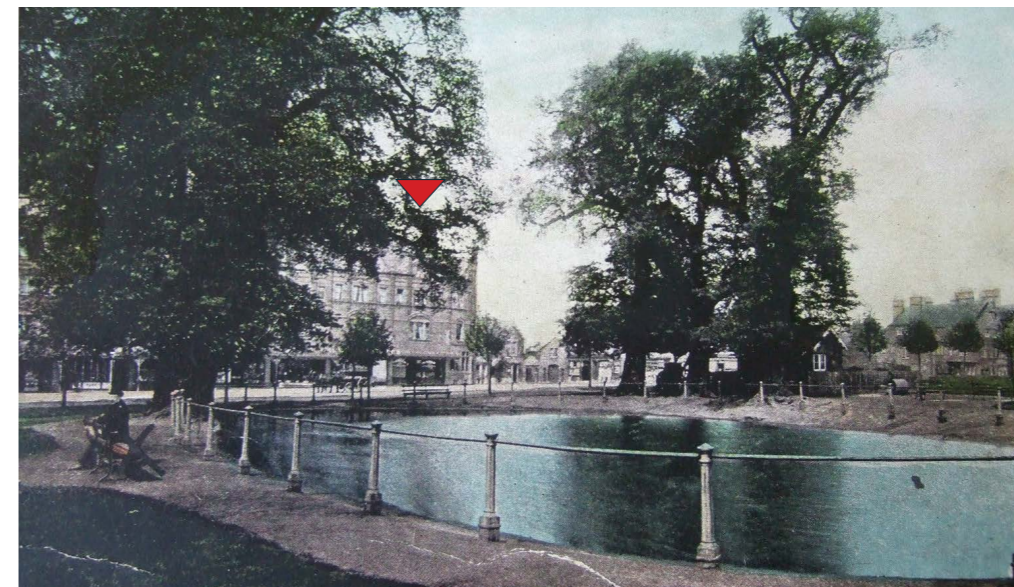
Edmund John Niemann (1813–1876) landscape artist. View of the common



1898 - View along west side of Streatham Common with Immanuel Church and shops. Copyright Francis Frith Collection



1912 - Streatham Common with view of Immanuel Church and the workmans hut



Early 20th century - The Pond at Streatham Common

2. SITE INFORMATION

Heritage Statement

442-446 STREATHAM HIGH ROAD SIGNIFICANCE

Significance of the building and its contribution to the Conservation Area

No. 442-446 Streatham High Road is not listed or identified as being of special architectural or historical merit in its own right. It is however situated within the western boundary of the Streatham Common Conservation Area.

The Streatham Common Conservation Area forms the designated heritage asset and the appraisal states that the character of the conservation area lies with the relationship between the historical open spaces, their topography and appearance, style and setting of the surrounding buildings.

The views from the Common to the buildings fronting Streatham High Road are regarded as an important feature of the area's character. However, many of these buildings and fronting have been affected by unsympathetic alterations, and their merit individually or as a group is somewhat diminished.

The front facade of No. 442-446 contribute towards the character of the conservation area; The front elevation is an attractive, imposing and detailed composition with some modern aspects that are not in keeping with character.

No. 442-444 has a modern aluminium shop-front and signage across the two terraced properties. The pilaster between the two properties has been partially concealed by the signage and overall no traditional features remain. No. 446 has a single shop front with a similar modern shop front to no 442- 444.

At first floor level there are central triple windows divided by flat pilasters, set beneath an arched brick window head with a keystone. At second floor level the windows are arranged as a pair flanked by single openings. Emphasis is given to the centre of the facade through the use of giant pilasters, which rise from corbels at second floor level to form a central dormer window above the eaves. Within this is a single window opening set beneath a shallow arched head. This dormer is given additional detailing by the large stone scrolls, which flank it.

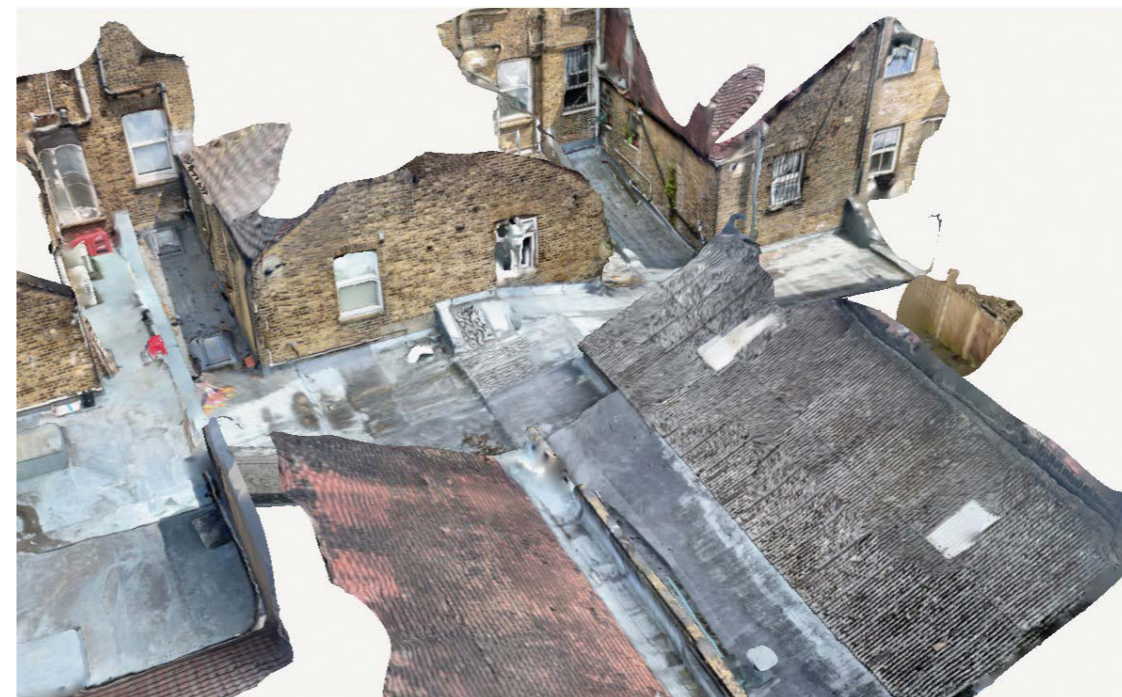
The windows first, second and dormer level are not original sash timber construction and remain a detracting factor to the overall character of the front.

Whilst the front facade of these buildings contribute to the character of the conservation area, the rear of the properties are not visible from the Common and do not make a positive contribution to the character and appearance of the designated heritage asset. In this regard, it is important to note that the rear of these properties have been significantly extended and altered over the years, such that any original uniformity, special interest or outside space has been lost.

They currently feature a mixture of substantial two storey extensions built at varying times connected at ground level to extensions that are associated with the retail use.

These substantive alterations have also resulted in the loss of any external space that may once have existed across the rear of the properties. The rear appearance has no attractive features that may contribute to the character of the Conservation area and windows are mismatched and of no traditional construction. The extensions are built with no uniformity and the flat roofs over ground level form uneven and incongruous planes that meet at different levels.

In summary, the most important characteristic of the Streatham Common Conservation Area consists of the relationship between the Common and the front facade of 442-446. The rear elevations of No 442-446 are much altered and the land to the rear has been developed in a piecemeal to include a mix of building type and design. The built form that has emerged is one of a mews character.



3D scan of roof to rear highlighting the various levels

2. SITE INFORMATION

Flood risk assessment

FLOOD RISK FROM RIVERS & SEAS

The site is not within an area of potential flooding. The adjacent map from the Environmental Agency website indicates the proposed is far outside any areas of Flood warning.

In conclusion the risk of flooding from rivers and sea is very low- less than 0.1%.

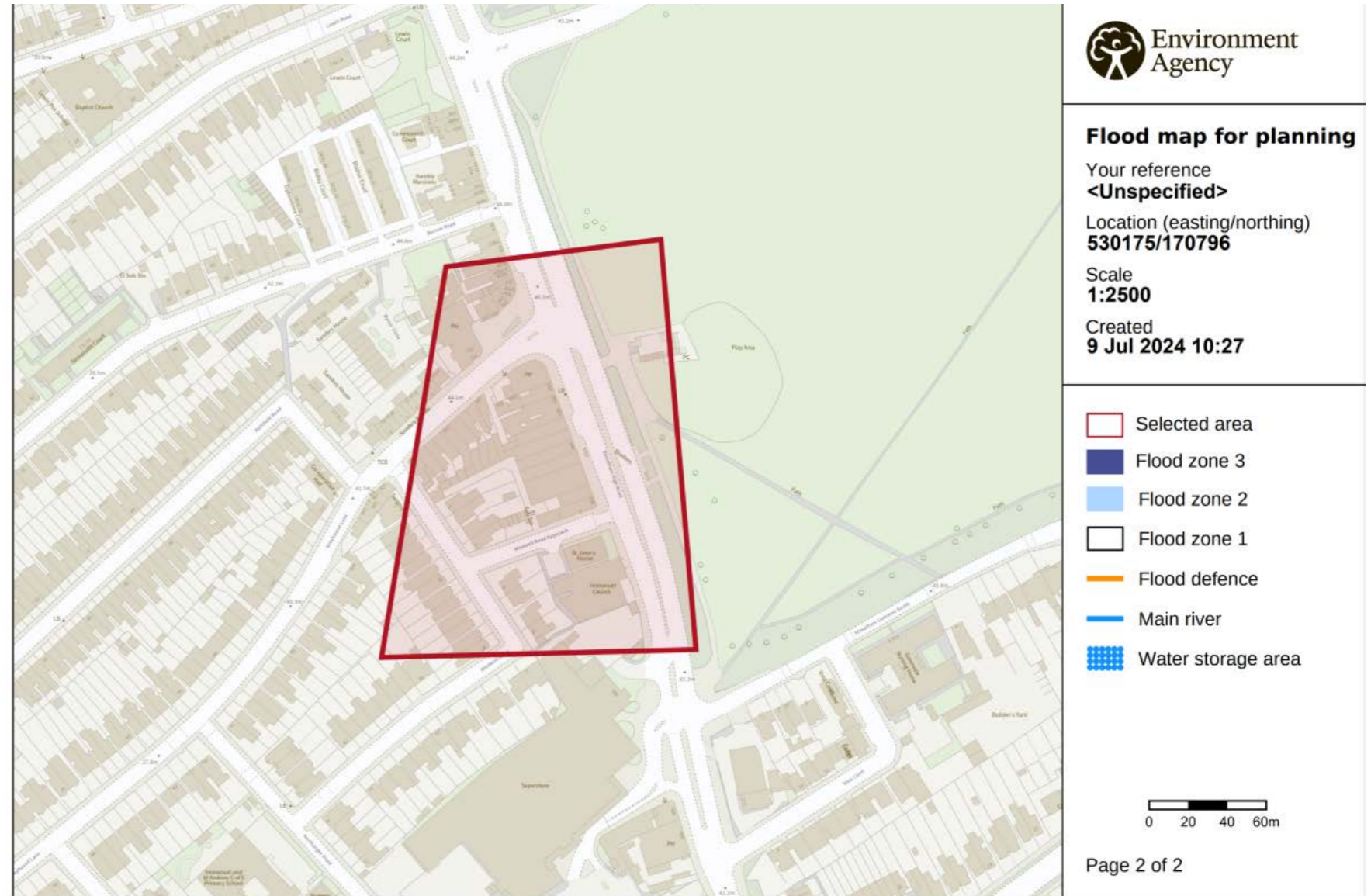
FLOOD RISK FROM SURFACE WATER

Flooding from surface water is difficult to predict as rainfall location and volume are difficult to forecast.

However the flood risk from surface water is also very low – less than 0.1%.

Flood Risk Zone 1

The address is in flood zone 1, an area with a low probability of flooding. In this case no further consideration is required with respect to planning.



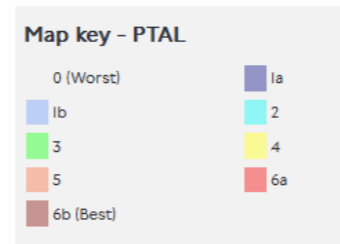
<https://flood-map-for-planning.service.gov.uk/>

2. SITE INFORMATION

PTAL Rating

PTAL RATING

PTAL output for Base Year
6a



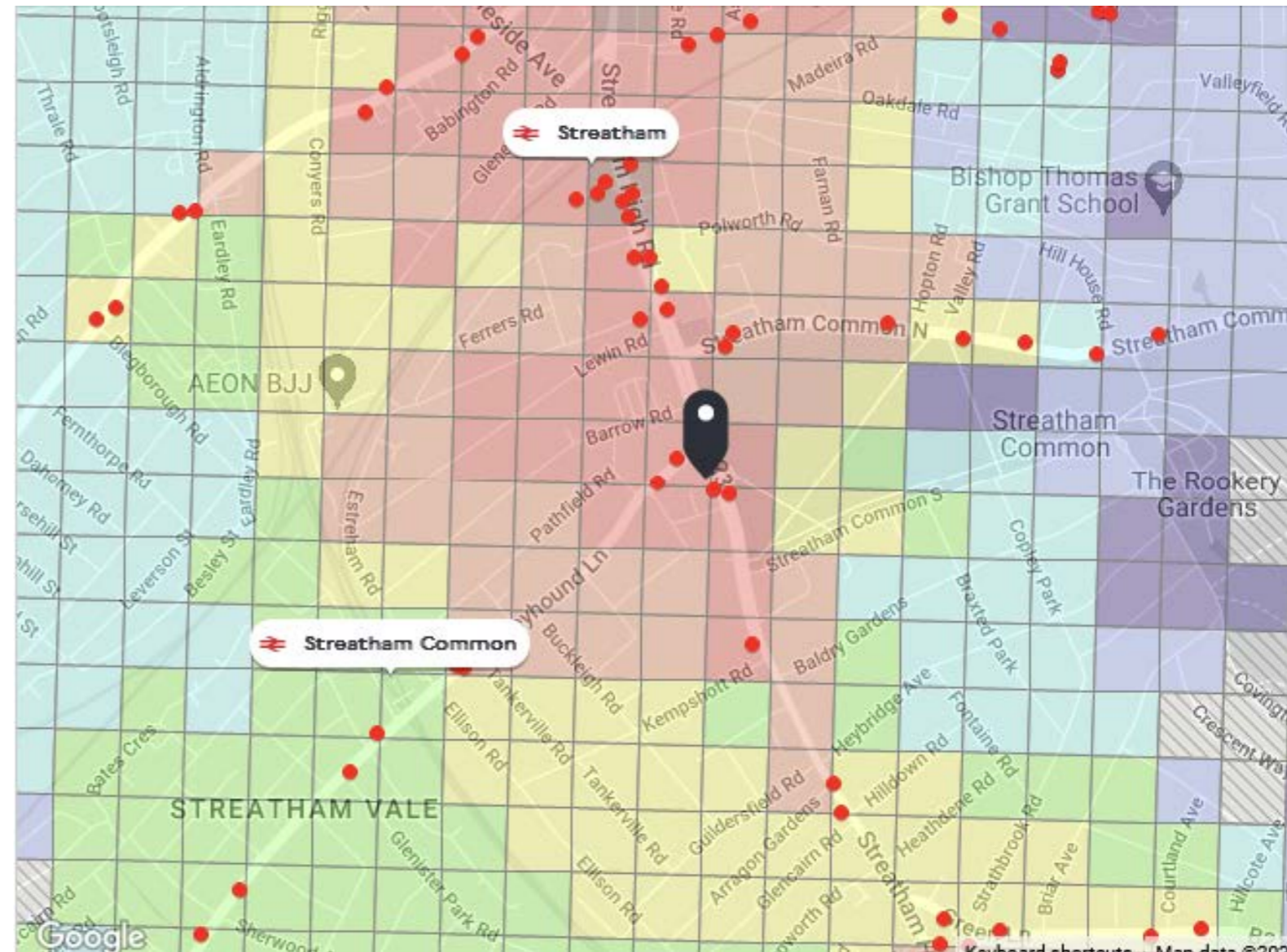
The site is in an excellent transport location, and its rating is the best achievable of 6a, as shown in the map and map key.

CAR FREE DEVELOPMENT

Considering the TFL PTAL Rating, public transports will be sufficient and car parking spaces will not be provided, hence this is a car free development.

Bike parking storage have been considered and included within the proposed scheme.

This measures will promote the use of public transport and oil-free means of transportations.



<https://tfl.gov.uk/info-for/urban-planning-and-construction/planning-with-webcat/webcat>

2. SITE INFORMATION

Relevant planning records

(Post 2000)

PREVIOUS APPLICATIONS WITHIN THE SITE

2018

Conversion of existing 2nd and 3rd floors flats into a 1 x 1bed and 1x studio flats along with the installation of 2 roof-lights to the rear roof slope and provision of cycle storage- resubmission.

Status: Withdrawn

2015

Conversion of existing second and third floor flat into 2 self-contained flats, along with installation of 2 front roof-lights, erection of a rear roof dormer at fourth floor level, extensions at second and third floor level to rear outrigger, installation of a rear window to outrigger and 1 rear roof light.

Status: Refused

2006

Conversion of existing coach house to the rear into a two bedroom house with the formation of two side dormer windows and installation of four roof-lights along with alterations to shop-front to Streatham High Road. Retention of existing retail (A1 Use) at the front of ground floor level, demolition of flat roof between coach house and main building.

Status: Unknown, Allowed at Appeal

RELEVANT APPLICATIONS IN THE PROXIMITY OF THE SITE

2021

Change of use of a unit at the front of the property at ground floor level into a studio flat (Use Class C3).

Status: Refused

2015

Demolition of single storey ancillary retail storage building and erection of two storey residential development comprising 4 flats (2 x 1-beds and 2 x 2-beds).

Status: Grant Permission

2011

Conversion of existing maisonette to provide 3 self contained units on first, second and third floor levels. Involving the erection of a first floor rear extension and the provision of bicycle storage at ground floor level.

Status: Grant Permission

2003

Partial redevelopment of the site to erect a four storey building containing 10 self-contained flats, including a live/work unit on the ground floor, associated car parking and amenity space

Status: Grant Permission

3. EXISTING BUILDING

3D Scan

Right of way to the rear



Streatham High Road

3D Poly-scan showing the ground floor arrangement

3. EXISTING BUILDING

Internal photographs



Image showing the front showroom

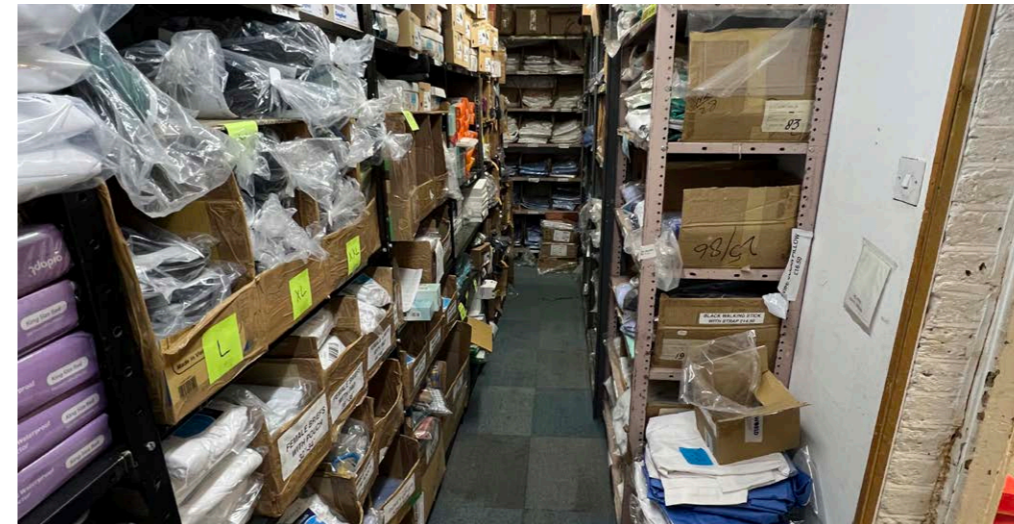


Image showing the rear storage areas

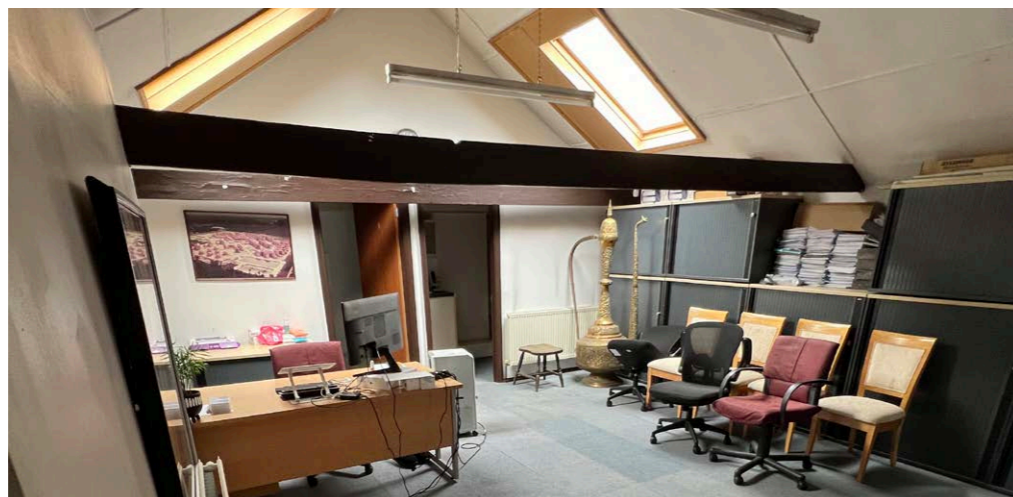


Image showing the rear first floor office room



Image showing the rear massing and finishes

3. EXISTING BUILDING

Internal photographs

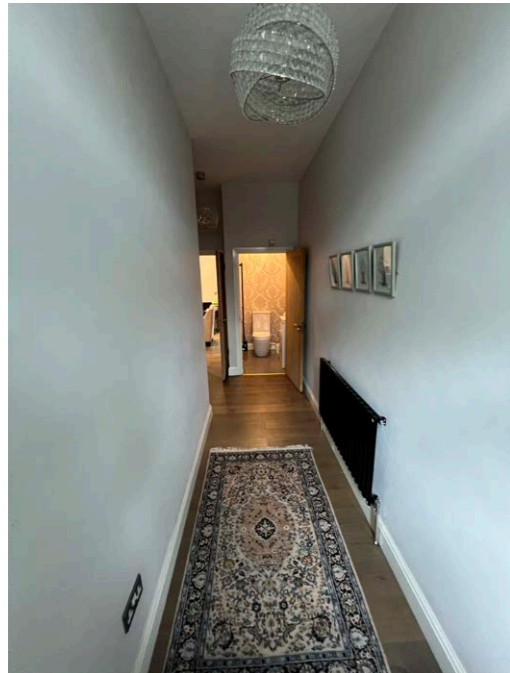


Image showing access from 442

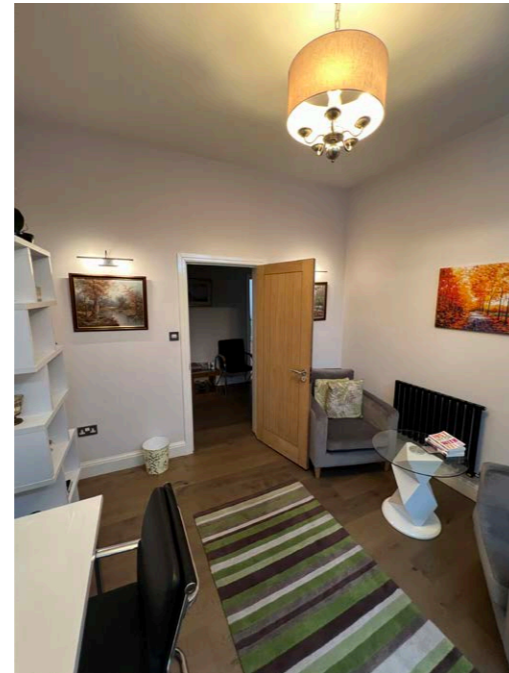


Image showing one of the office rooms



Image showing a recently renovated w/c

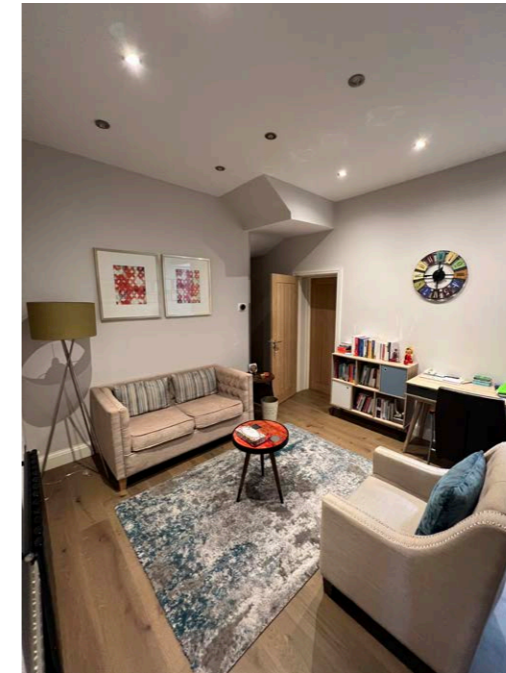


Image showing one of the meeting rooms

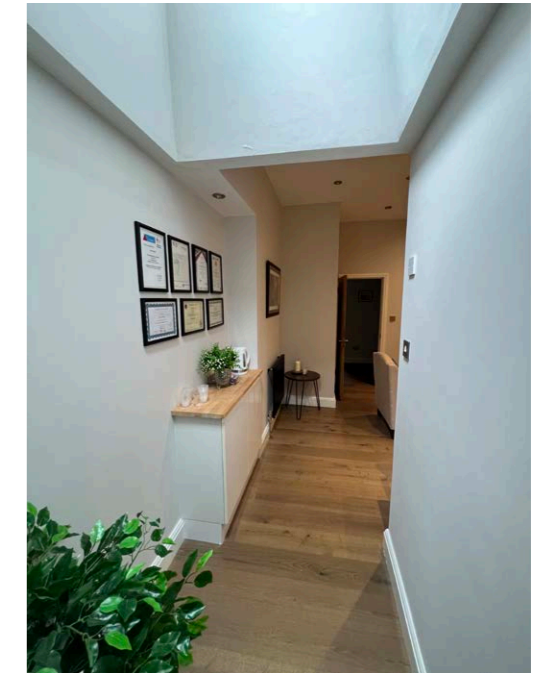


Image showing one of the meeting rooms



Image showing one of basements



Image showing one of basements



Image showing one of basements

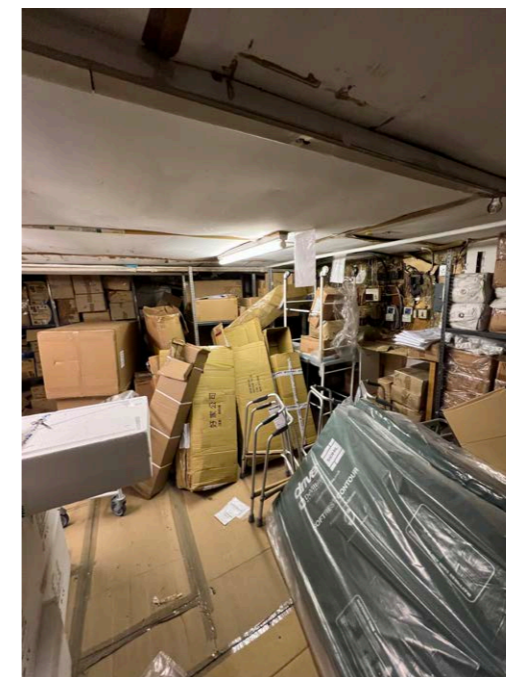


Image showing the rear storage area

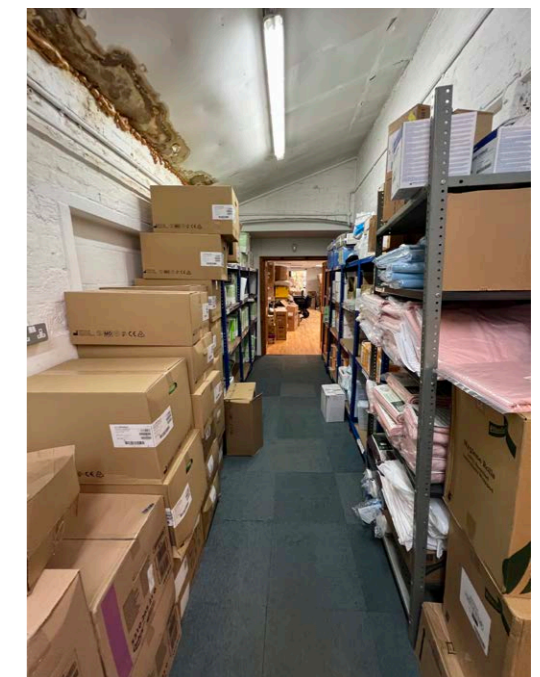


Image showing the rear storage area

Ground floor plan (NTS)

3. EXISTING BUILDING

Photographs of the rear access



View towards Westwell Rd Approach



View from Westwell Rd Approach



View of the rear elevation



View of the rear elevation

4. PROPOSAL

Proposed schedule of accommodations

This application seeks planning permission for the conversion of the ancillary retail storage spaces at 442-446 Streatham high road, to two x 1 bedroom flats, 2 x 3 bedroom flats including cycle and refuse storage as well as provision of shared and private amenity space.

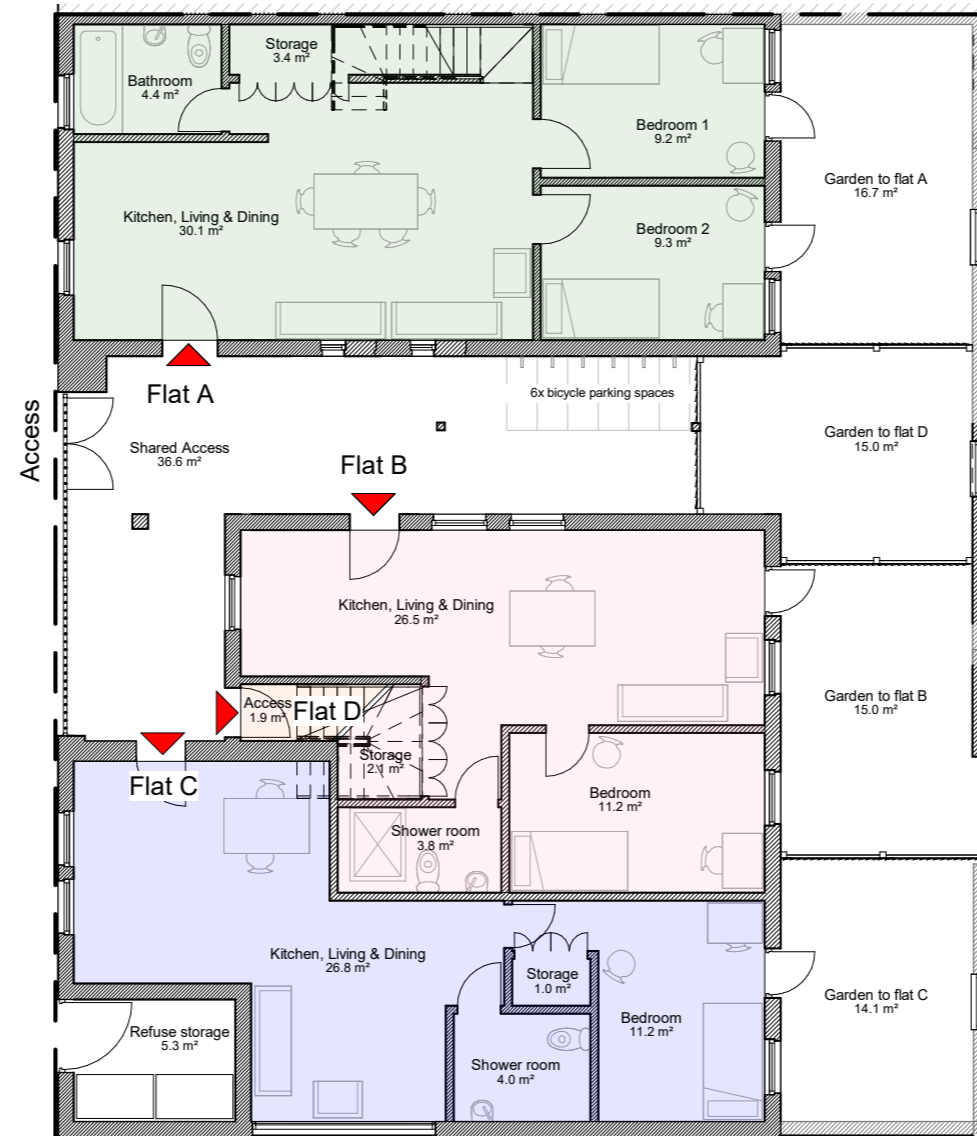
The majority of the proposal utilises the existing properties to the rear of 442 and 446 Streatham high road, making modifications to the internal layout and adding windows and roof lights as required.

There is an extension to the rear storage area over 442 Streatham high road. This extension has been guided by the planning framework and Lambeth design guide standards.

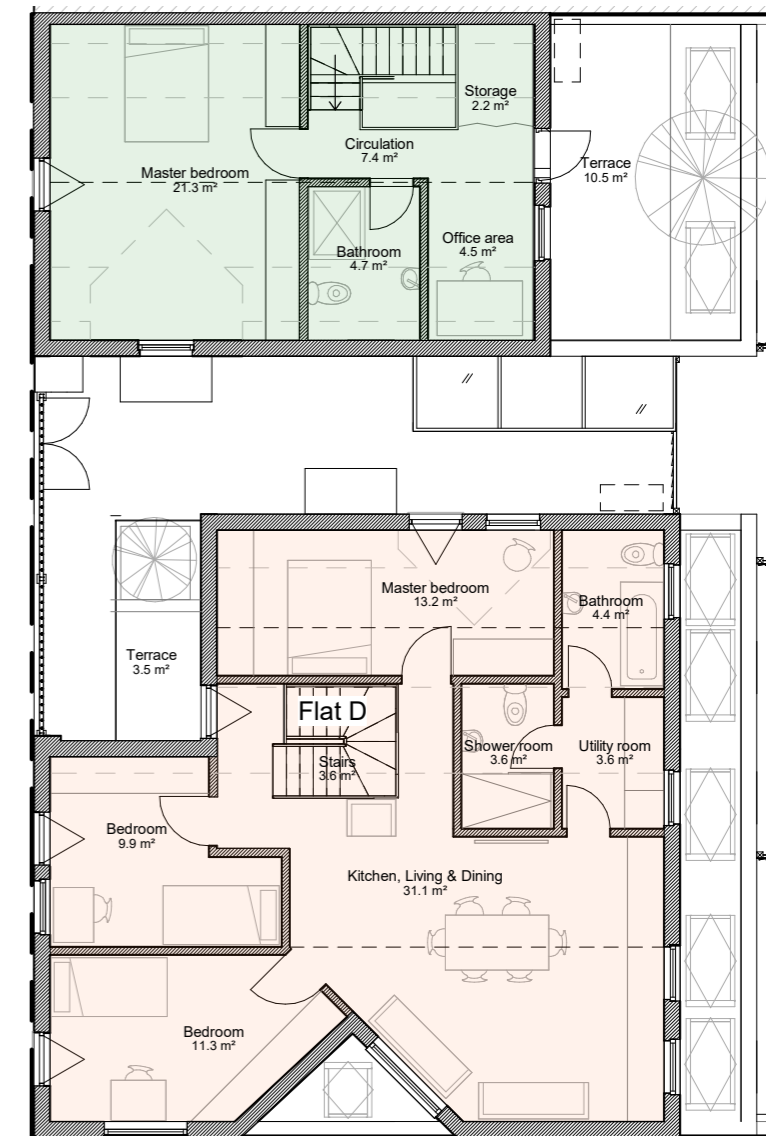
Within the proposal there is the demolition of the single storey extensions at ground floor level. This is to renew the original character of the property and will provide a more positive outlook from the main property. The removal of the haphazard development aims to provide open amenity space for the residential dwellings proposed.

Overall the application proposes high quality residential accommodation to the rear of 442 and 446 Streatham high road all of which meet or exceed the London design guide standards.

In addition the proposal is aimed to be built from high quality materials that match the existing style of the main building and the context it surrounds.



Proposed Ground Floor Plan



Proposed First Floor Plan

4. PROPOSAL

Existing and Proposed front and rear elevations



Existing Front Elevation (NTS)



Existing Rear Elevation (NTS)



Proposed Front Elevation, NO CHANGE (NTS)



Proposed Rear Elevation (NTS)

5. PLANNING FRAMEWORK

Relevant planning legislature

Planning applications are to be determined in accordance with the development plan for the area, unless material considerations indicate otherwise.

The site development plan takes in consideration the following:

The National Planning Policy Framework (NPPF), which is the national policy guidance. It must be taken into account by local planning authorities when formulating policy or making planning decisions.

The Regional Spatial Strategy for the Lambeth area is the London Plan: A Spatial Development Strategy for Greater London (2021). This document sets out an integrated social, economic and environmental framework for the future development of London over a time span of the next 15 years.

In Lambeth the 'Development Plan' comprises the London Plan and the Lambeth Local Plan (2021). Thus all planning decisions have to be made in accordance with the London Plan and the Lambeth Local Plan except where material considerations indicate otherwise.

Section 69 of the Planning (Listed Buildings and Conservation Areas) Act 1990 (the Act) requires all local authorities to identify 'areas of special architectural or historic interest the character and appearance of which it is desirable to preserve or enhance' and designate them as Conservation Areas.

The policies that relates to this application have been considered and closely followed. These are listed below:

- H1 – Maximising housing growth
- H3 – Safeguarding existing housing
- H4 – Housing mix in new developments
- H5 – Housing standards
- T6 – Sustainable travel
- Q2 – Amenity
- Q5 – Local distinctiveness
- Q11 – Building alterations and extensions
- Q12 – Refuse / recycling storage
- Q13 – Cycle storage
- Q22 – Conservation areas

Furthermore, the application takes into account Supplementary Planning Documents (Lambeth Design Guide SPD), as well as other relevant guidances:

- Part 2: Advice for All Developments (2023)
- Part 4: Building Alterations, Extensions and Retrofit (2023)
- Refuse & Recycling Storage Design Guide (2022)
- Streatham Common Conservation Area Character Appraisal (2017)

5. PLANNING FRAMEWORK

Assessment

A) Principle of the development and loss of retail storage space.

The National Planning Policy Framework (2012) seeks to encourage the effective use and development potential of previously developed brownfield land.

The buildings within the application site have fallen into a poor state of repair and are no longer required to provide commercial storage space for the retail units at No.442-446.

The loss of this redundant storage space to facilitate residential development will not prevent the retail units fronting onto Streatham High Road from remaining in active and viable economic use or result in the loss of the existing active shop-front. In addition the proposed loss of commercial storage space will not harm the vitality and viability of Streatham High Road/ Greyhound Lane Local Centre.

The proposal will create x4 self-contained residential units. This will increase residential density by bringing this underutilised brownfield site into a more effective use that will support the need for additional housing which exists within the Borough.

B) Design

The proposal will largely make use of the existing single storey / two storey elements at the rear of the site. The proposal merely seeks to increase the height of the structure to the rear of no. 442 so that it could support the creation of the duplex 3 bedroom unit to this side.

The additional height is considered a discreet alteration. London stock brick and slate to match the materials used on no. 442- 446. The extension will create a harmonious relationship with neighbouring properties without creating an heavy bulk above.

At ground floor the proposal aims to open out the space, letting light into the site and creating better spaces in terms of outlook and amenity provision.

The amenity space will provide much needed green area within the brownfield site providing a biodiversity gain and also making a contribution towards the urban greening factor. In both respects there is no requirement within the planning requirements of a minor development however it is a integral to the scheme and supports higher quality homes for living.

C) Quality Accommodation

Policy H4 To ensure mixed and balanced communities, a range of dwelling sizes including family-sized housing will be sought from all new developments. Family-sized accommodation is defined as having three or more bedrooms (atleast one of which is a double-bedroom as defined in the Nationally Described Space Standards 2017).

The proposed unit format was therefore considered at an early stage and the resultant mix is deemed appropriate to meet the housing needs of a wide section of the community. The x2 three bedroom flats and x2 one bed units conform to the housing density required.

Each flat has been reviewed against the London Interim design guide standards and are designed with quality in mind. All rooms meet or exceed the minimum standard and. Internal areas, including living room and storage space have been defined leaving generous and spacious living environments internally.

D) Impact on amenity

Privacy and overlooking

The proposed residential dwellings have been designed to minimise any sense of enclosure and limit direct overlooking and preserve privacy, particularly in respect to the rear facing dwellings on no. 442-446.

This has been achieved by three approaches;

- The initial approach has been to design the dwellings in a manner where windows can face away from the site and in these cases privacy is not an issue.
- In the cases where windows face the flats at no 442- 446 these have been obscured.
- The third approach is set in angled windows to create a view without overlooking.

Daylight and Sunlight

The incongruous roof form of the ground floor rear storage has been removed to allow light to penetrate to the ground level of the site where the new shared amenity space is provided. The daylight, sunlight and overshadowing report prepared by X demonstrates that light entering the site provides a positive contribution.

Overall future occupiers and neighbouring residents will benefit from good levels of daylight and sunlight with no sense of enclosure.

5. PLANNING FRAMEWORK

Assessment continued

E) Accessibility

The site benefits from a PTAL 6a rating (Excellent), which is the second most accessible rating within the accessibility hierarchy. It is situated within a 6 minute walk of Streatham Railway Station a 9 minute walk from Streatham Common Rail Station, and a significant number of bus routes run along Streatham High Road and Greyhound Lane in close proximity to the site.

Given that the proposal includes only four new units, it is considered that such a modest increase will have a negligible impact upon vehicle movements to and from the site or result in a material increase in parking stress levels.

The sites highly accessible location and the provision of an appropriate level of cycle parking, it is considered appropriate for the scheme not to provide dedicated on-site parking for private vehicles.

F) Refuse

A dedicated refuse and recycling store with separate and level access will be provided at ground floor. The store will accommodate 2 no. 660 litre wheelie bins and provide suitable provision for the storage and collection of waste and recyclable material. All proposed units will have external access to the defined storage area.

G) Sustainability

Consideration have been given to reducing CO2 emissions in line with Part L of the building regulations.

A range of sustainable technologies and methods will be targeted, including a heat recovery centralised heating system, maximising insulation fitments as well as natural daylight and ventilation to reduce the energy load requirements of artificial lighting and the need for mechanical ventilation.

The practicality of installing high performance glazing that reduces solar gain and prevents overheating in summer and heat loss in winter will be investigated. Low energy light fittings, white goods and waste disposal units will be incorporated if necessary. Toilets will be fitted with dual flush systems as appropriate.

H) Impact of proposal on the Conservation area

The roof of the proposed extension has been designed to bring uniformity and a sense of continuity to this roof scape thus providing a more attractive rear elevation more in keeping with the character of the conservation area.

The defunct storage building has an irregular roof form, which includes an incongruous mix of pitched and flat roofs of various heights. This discordant arrangement creates an unbalanced appearance that detracts from the appearance of the conservation area so the removal of these will substantially uplift the property to be more in keeping.

In height terms, the proposal will not be notably higher, as in the case of the two storey rear extensions. This will result in a proposal that enjoys a subservient height relationship in keeping with appearance of the main original building, without being overbearing or dominant. This modest height will ensure the bulk and mass will be proportionate to the location and result in a positive relationship with neighbouring properties as well as a subordinate relationship with the main building.

The two aspects above work in tandem to create a separation between the original building and the proposal so that they contributes towards creating a more attractive rear facade. These despite of benefit bear no impact on the conservation area's key signifier- the interface between the buildings surrounding the Common and this historic open space – by virtue of being situated to the rear and therefore not being visible from the Common.

The retention and re-use of existing and traditional materials wherever possible, including the existing brickwork on the proposed elevation and reclaimed London stock brick and slate, will ensure that the proposal responds positively to its surroundings.

6. PRE-APPLICATION ADVICE

Plannig Ref: 24/04018/PREAPP

Design & Access Statement



Planning considerations

Land Use Principle

Loss of Commercial Floorspace

"The proposal would see the loss of some ancillary office space. Given this office space is ancillary only, LLP Policy ED1 would not apply in this instance. LLP Policy ED7(H) requires that the conversion or change of use of the storage and yard facilities of existing retail units will not be permitted where this would compromise the viability or future use of the remaining retail unit. Whilst this loss of commercial floorspace is noted, the existing ground floor commercial unit currently operates successfully without the additional ground floor and rear first floor floorspace. As such, it is considered the reduction in commercial floorspace would not adversely compromise the viability or the future use of the existing commercial unit. The proposed development would, therefore, be seen to comply with the objectives of Policy ED7 of the LLP, and thus be acceptable in principle in this regard.

The site is located within the Streatham High Road/Greyhound Lane Local Centre. As such, Policy ED11 of the Lambeth Local Plan (2021) applies. The proposed loss of some of the existing commercial floorspace towards the rear of the site would be seen to be compliant with the requirements of LLP Policy ED11, given the proposal seeks to retain the ground floor commercial uses and the majority of its floorspace. In doing so, the proposal would be seen to ensure the viability, vitality and function of the local centre through the retention of these active frontages, along the principal elevation of these buildings, and appropriate uses therein."

Conclusion & action taken:

The proposed change of use is deemed acceptable, moreover a market research (enclosed here aside) has been carried out to ensure the viability of the current and proposed use.

**Mr N Khan
Mediworld Ltd
446 Streatham High Road
London
SW16.**

7th January 2025.

Dear Naveed,

RE: REAR OF 442 – 446 Streatham High Road SW16.

I can confirm I have not had any interest in or offers for the warehouse space at the back of your retail units at 442-446 Streatham High Road since your request on **05.01.2024**. As discussed previously, there is no real demand for warehouse space in the current market here in Streatham. Your suggestion of applying for planning permission to convert the space into a residential would be the best use of this space. The demand for residential units is increasing all the time.

Please feel free to call should you have any queries.

Kind regards,

Stuart Marshall.

Ovalmere Management Limited
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6. PRE-APPLICATION ADVICE

Plannig Ref: 24/04018/PREAPP

Land Use Principle

Residential Use

"The proposal includes the introduction of residential units to the rear of the buildings, with entrances to these residential units being accessed from the private road to the rear of the site. It is noted that a number of similar applications for residential properties have been previously accepted, and now constructed, towards the end of this access road resulting in an existing 'mews-like' development. Given this, officers consider that the principle of residential accommodation towards the rear of these buildings is already acceptable in principle. The proposal also aligns with LLP Policy H1 by contributing 4no. units to the borough's housing stock."

Dwelling Mix

"LLP Policy H4(A)(ii) requires a balanced mix of dwelling sizes, including family-sized accommodation, for new residential housing. The proposed mix of 2x one-bedroom, two-person units, 1x three-bedroom, four-person unit, and 1x three-bedroom, five-person unit represents a balanced dwelling mix, which also includes the provision of family-sized accommodation which is welcomed."

Conclusion & action taken:

Deemed acceptable (in order to meet the spatial requirements, we are now proposing 2x 1 bed (one person) and 2x 3 bed (four people).
A minor change that still provides housing mix.

Quality of Accommodation

"The proposed application should ensure that all requirements of London Plan Policy D6 and Lambeth Local Plan Policy H5 are met.

The accommodation meets all minimum space standard requirements with regard to the provisions of Flat A, with the exception of ensuring 2.5m internal (floor to ceiling) heights for at least 75% of its Gross Internal Area (GIA). This needs to be addressed prior to any future submission.

The accommodation fails to meet the minimum space standard requirements for GIA with regard to the provisions of Flat B. The proposed unit would be undersized by approximately 7sqm (43sqm provided against the 50sqm required). This needs to be addressed prior to any future submission.

The accommodation fails to meet the minimum space standard requirements for GIA with regard to the provisions of Flat C. The proposed unit would be undersized by approximately 2.7sqm (47.3sqm provided against the 50sqm required). This needs to be addressed prior to any future submission.

The accommodation meets all minimum space standard requirements with regard to the provisions of Flat D."

Conclusion & action taken:

Following this valuable comments a redesign has been carried out to ensure all flats have adequate floorspace and ceiling height. An additional drawing (P 12 - Floor to ceiling heights calculation) has tested and proved the floor to ceiling heights requirements.

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"The proposal includes the provision of approximately 87.4sqm of communal amenity space. Whilst the quantum of amenity space would meet the requirements of LLP H5, the circulation routes between the two blocks has no amenity value. The space is too irregularly shaped and over shadowed to be considered as acceptable provision of amenity space. The amenity space provisions for each unit need to be considered in greater detailed and re-designed in order to ensure minimum size requirements and the overall quality of the amenity space(s) is achieved. This would need to be addressed before the proposal would be considered policy compliant."

Conclusion & action taken:

A circulation redesign has been carried out. We are now proposing private amenity spaces to all flats, these private amenity spaces are largely above the requirements. Whilst we are also proposing a shared entrance with planting and greenery, as per the garden design provided.

"Regarding internal privacy, it is considered that Flats A, B and C would not benefit from acceptable levels of outlook and privacy given the location of the ground floor windows which serve habitable rooms face into the designated communal amenity space. The windows serving the bedrooms of Flats A and C at ground floor level also face towards the access road, and this brings further privacy and security concerns. An alternative layout is suggested, and these issues need to be addressed prior to any future submission."

Conclusion & action taken:

A redesign has been carried out. All the ground floor bedrooms are now facing their relative private amenity spaces, whilst additional windows facing the shared access are obscured up to 1.8mt from FFL.

"Finally, officers welcome that internal daylight and sunlight levels were assessed and found to be acceptable. However, evidence of this is required to be submitted as part of any future planning application for officer review in line with current BRE Guidance. At present, officers are unable to confirm this to be accurate."

Conclusion & action taken:

Please find the consultant's report: "Sunlight & Daylight Assessment Internal Scheme Performance", prepared in line with BRE guidances by Sunlight Assessments UK LTD.

Furthermore, whilst you have stated that light levels would be acceptable, officers raise concerns with regard to the level of natural light into the kitchen/living/dining space for Flat D, and recommend additional windows are added (as part of any further design considerations) to provide additional light and ventilation into this space instead of the proposed roof-lights. If overlooking would be a concern, this could be mitigated through obscure glazing of these windows.

Conclusion & action taken:

Additional windows (obscured up to 1.8mt from FFL) have been placed.

At present the proposed units would be considered as providing poor quality of accommodation and a lack of usable, high-quality amenity space. The proposal in its current iteration would fail to comply with the requirements of LP Policy D6 and LLP Policy H5. Officers would be unable to support this aspect of the proposed scheme until the identified issues have been resolved.

Conclusion & action taken:

The proposed changes have addressed these concerns, providing a better quality of accommodation, in line with council's requirements and user's aspirations.

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Design Considerations

"The site is located within the Streatham Common Conservation Area (CA43). As such, Policy Q22 of the Lambeth Local Plan (2021) applies.

The buildings and terrace of 442-446 Streatham High Road make a positive contribution to the Streatham Common Conservation Area. It is considered that the proposed development would improve the external appearance of the rear of the application site, given its current poor condition. However, this is subject to minor the design amendments detailed below.

As discussed during the pre-application advice meeting, the proposed modest alterations to the existing roof form and windows of the rear of the buildings are not considered to cause harm to the wider CA. Any new window will need to be rectangular/portrait and not semi-circular as proposed in order to ensure a reflection of the character of the building, parade and wider CA."

Conclusion & action taken:

Windows' shape altered to meet this recommendation.

"Additionally, Lambeth's Conservation officer has suggested that dormer extensions to the roof of both rear buildings may be able to be supported, and that this may help alleviate the internal floor to ceiling height issues raised within the 'Quality of Accommodation' section detailed earlier in this response letter. This design alteration should be considered."

Conclusion & action taken:

This valuable suggestion has been taken on board. The roof form has been harmonised and slightly increased to meet the floor to ceiling heights, and dormers have been added. The proposed roof heights, sits considerably below the rear portion of the existing building, forming a hierarchy within the existing fabric.

"Lighting should also be mounted high on the building to avoid damage (malicious or vehicular), and you should evidence that the commercial premises at the front will not need access through this site for means of escape."

Conclusion & action taken:

External lights have been placed at 3mt from FFL, as shown in the rear elevation drawing (P 05). Whilst the Commercial premises will not required means of escape through the site, as they will comply with building regulations (see drawing: P 13 , Commercial premises - Means of escape).

Amenity Considerations

"No amenity concerns to neighbouring residential properties are raised based on the current proposal. The impact on neighbouring amenity would be considered acceptable in its current iteration.

However, following any proposed design changes (as a result of the matters discussed previously), you should ensure that amenity impacts are considered alongside any design changes proposed to ensure compliance with LLP Policy Q2 remains. Amenity impacts will be re-assessed by officers on any future planning application following receipt and validation."

Conclusion & action taken:

Despite the design changes, the scheme remains overall the same. Neighbouring amenity has been considered and improved: The ground floor high level window to Flat C, is now positioned above the car parking area, instead of the neighbouring garden. Moreover, to improve overall outlook from the existing flats above, greenery has been proposed at roof level, as per garden design enclosed with this application.

Transport Considerations

"The proposed development site has a PTAL score of 6(a), which is considered excellent. Resultantly people residing at the proposed development site benefit from good access to local public/passenger transport services.

No on or off-site car parking is proposed, and this is welcomed. The site falls within a Controlled Parking Zone (CPZ). A car parking permit-free agreement is expected as part of the application (via a Section 106 Agreement). Provision of Car Club membership for residents should also be secured via a S106 Agreement, with a minimum three-year membership upon first occupation. Cycle Parking provision should accord with The London Plan 2021 which is supported by Policy Q13 of the Lambeth Local Plan. LLP Policy Q13 requires a minimum of 8no. long-stay spaces for all flats. The application proposes 16no. cycle parking spaces in the form of two-tier racks. Lambeth's Transport officer requires each flat have its own dedicated cycle locker (covered and lockable), with a minimum of 2 longstay spaces per store. You will need to ensure this requirement is provided within any future submission. A minimum of three years free membership of the Cycle Hire scheme for all residents regardless of tenure, will also need to be made available in new residential developments and will be secured via a S106 Agreement."

Conclusion & action taken:

Noted. The scheme remains a car-free development. A redesign has been carried out and the scheme now provides 8x bicycle parking spaces with glazed canopy above and protected sides.

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Design Considerations

"The location of the waste storage is located to the front of the proposed development, accessed from the adjacent access road. The location of the waste storage and size of the proposed bins appear to comply with LLP Policy Q12."

Conclusion & action taken:

Deemed acceptable.

"It is noted that the existing paving of the access road towards the front of the proposed residential units are to be levelled, repaired and made good where necessary. This is welcomed and supported by Lambeth's Transport officer. Cars parked/waiting along this access road may affect access for residents, as well as bin collection. Further details should be provided on how the private access road is managed, and any emergency service access should also be confirmed. Additionally, details of any proposed lighting and security measures required along this access road should be provided at application stage or will otherwise be secured via condition."

You are also requested to clarify servicing/delivery arrangements for both the commercial ground floor units, as well as the residential properties. A servicing and delivery plan will be required as part of any future submission.

Local Plan Policy T7(e) requires planning applications to be accompanied by a Construction Method Statement (CMS), demonstrating arrangements for construction traffic and how environmental, traffic and amenity impacts would be minimised. A Construction Method Statement would be secured by precommencement planning condition, unless otherwise submitted and approved at application stage.

Subject to the above matters, officers can confirm there is no objection to this planning application from a Transport perspective."

Conclusion & action taken:

A servicing and delivery plan has been included in the application, which includes a management plan for the access road and emergency service access. The rest, it will be secured via condition and specified during the technical design phase.

Sustainability

"It is noted that the requirements for carbon emissions reduction included in the London Plan (Policy SI2) is not relevant to this application given it constitutes a minor development. Nonetheless, the reuse of the existing buildings towards the rear of the site would generally reduce the carbon footprint of the proposal, and such an approach is welcomed."

The proposed PV panels are supported and welcomed. Further details of these PV panels (including the total no. and specification) should be provided at application stage or shall otherwise be conditioned on any approval of permission."

Conclusion & action taken:

Noted. An energy statement has also been included with the application. Regarding PV specifications, it will be secured via condition and specified by a specialist during the technical design phase.

Biodiversity Net Gain

"The proposed development would fall below the 'de minimis' threshold. The proposal would not impact a priority habitat and impacts less than 25sqm of non-priority on-site habitat. As such, a Biodiversity Net Gain plan is not required to be submitted as part of any future application."

Conclusion & action taken:

Noted. The proposed greenery will anyhow improve the current condition.

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OTHER CONSIDERATIONS

Landscaping

"The proposed greenery and planting are welcomed. Detailed landscaping plans, including proposed plant species and how they will be managed, alongside any hard landscaping works, should be submitted within any future application."

Conclusion & action taken:

Please see the garden design and report included in this application and prepared by Vera Lach Garden Designer.

S106 Obligations

"As discussed within the 'Transport Considerations' section of this advice letter, a S106 agreement will be required to secure relevant transport obligations."

Conclusion & action taken:

Noted.

Planning Drawing Numbers

"Officers note that the submitted 'Proposed Section A-A' (drawing ref. P.08) indicate 'Flat D' as a ground floor level unit and 'Flat C' as a first-floor level unit. The remainder of the proposed plans appear to show Flats C and D being in the opposite alignments. Please ensure the positioning of each of the proposed units is correctly and accurately shown for each drawing submitted as part of any future application."

Conclusion & action taken:

Apologies for the erroneous labelling, it has been rectified.

CONCLUSION

"In summary, the proposed development is generally supported due to the careful consideration given to its design, amenity and transport impacts, with no resultant harm to the character and appearance of the surrounding Conservation Area. However, the proposal would be seen to result in the provision of poor quality accommodation for all proposed units, and a failure to provide any high-quality amenity space which accords with the identified policy requirements. The proposal would therefore be unable to be supported by officers in its current iteration, though officers note that further consideration of the design of the proposal may be able to overcome these issues. Prior to submitting the application, a suitable revision of the proposed internal sizes, layouts, provision of suitable amenity space(s) and other design alterations need to be undertaken before the proposed scheme can be supported."

Conclusion & action taken:

We thank for the meticulous work in providing the council's feedback and we have tackled each point carefully. We are pleased of all of these valuable comments, as they have helped us to provide a better scheme overall. We believe we have adressed all the concerns, hence we expect the proposed scheme to be deemed acceptable by the council's planning department.

7. SECURED BY DESIGN

Lighting

External lighting to be positioned at least 3 meters from the ground, to ensure clear distance for any possible malicious acts or accidental damage.

Access

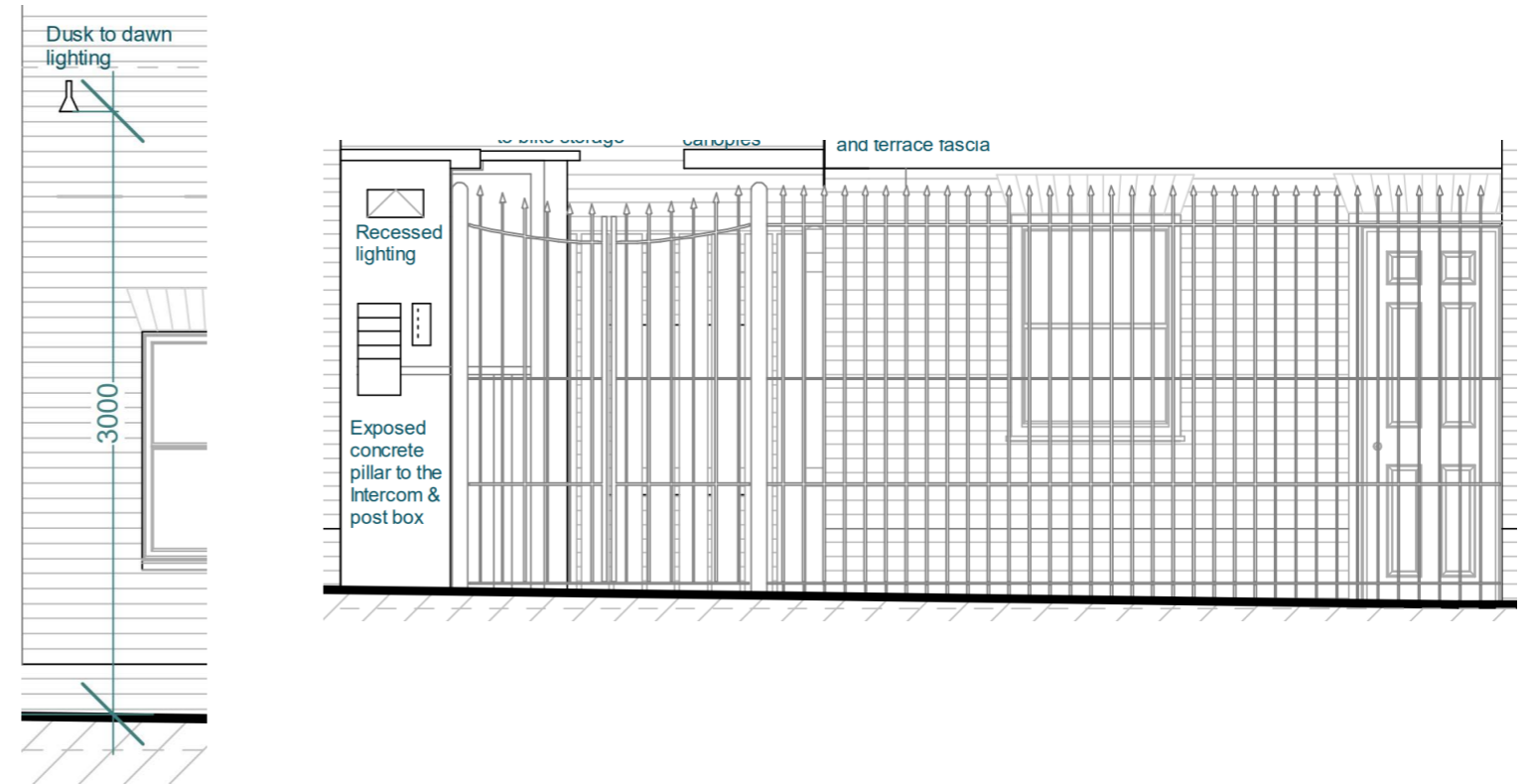
The access via a lockable shared gate providing extra security measures to the occupiers. The gate and railing is 2.2 meters tall, with traditional spikes terminations, to provide a less austere atmosphere, they are to be painted Pale Green (RAL 6010). Each flat entrance to be provided with high security locks, and each door painted in vibrant colours.

Weak points

The only weak point to the design in term of safety are the ground floor windows facing the access road. To mitigate the risk of intruders from this areas, ground floor windows are to be provided with extra security locks, window restrictors and the whole glazing surface is to be clear laminated safety and security glass, in order to be burglar-resistant.

Additional measures

Each flat is to be provided with an independent intruder alarm system, as well as an independent fire detection system.



8. CONCLUSION

Review and Evaluation

The site is no longer required for retail storage purposes in connection with the MediWorld retail unit (Class A1) at No.442-446 Streatham High Road. The site is situated to the rear of a terrace, where in recent years the Council has granted planning permission for a two storey residential building on a neighbouring site. This proposal will therefore bring the site into more effective residential use to ensure that it makes a full contribution to Lambeth's housing supply.

A thorough review of the existing parameters of the site and the building were carried out prior to commencement of the design stage to ensure there is a sustainable approach towards renovating this property and the client has worked with the architects to navigate potential opportunities in development whilst ensuring these are in compliance with the planning framework and also respecting the fabric of the property and wider conservation area.

A mostly positive pre-application advice and meeting has given good indication on how to improve the scheme presented. All the comments and suggestions have been considered and addressed to satisfy the requirements and provide a better outcome. We are pleased with these changes, following the guidance of the council's officer, as they have improved the design.

A sympathetic design approach has been adopted when adapting the property to modern living standards and the proposal will provide a standard of accommodation, which exceeds the minimal internal space standards and provides good levels of external amenity space. The amount of amenity spaces, cycle parking and refuse storage provision will improve high quality standard of accommodation.

Careful attention has been paid to placing and obscuring windows to avoid any overlooking issues. Future and local residents will not therefore experience any direct overlooking or loss of privacy, instead the proposed greenery will improve the outlook.

In our opinion the proposal has provided a fair and worthwhile residential development. Overall, the proposal will provide high quality residential accommodation and enhance the character and appearance of this rear mews of the Streatham Common Conservation Area.

Following the amendments to the pre-application advice, it is considered that the proposal complies with the policy and guidance contained within the National Planning Policy Framework, the Lambeth Development Plan and therefore planning consent should be granted.

End of Document

Thank you

