130-136 Gordon Road

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2
Application ref. 07-AP-0592
Classification
OPEN
Decision Level
Nunhead and Peckham Rye Community Council
Date
20/6/07
From
Robert Bristow
Title of Report
DEVELOPMENT CONTROL
Address
130-136 GORDON ROAD, LONDON, SE15 3RJ
Ward The Lane

PURPOSE
1 To consider the above application which is recommended for permission and requires Community Council consideration due to the number of objections that have been received.

This is a joint report to be read in conjunction with the Conservation Area Consent application (ref. 07-AP-0594) which seeks consent for partial demolition of the existing building at the site to facilitate the above scheme.

RECOMMENDATION
2 To grant planning permission subject to conditions

BACKGROUND
Site location and description
3 The site is located on the western side of Gordon Road and consists of a factory building which is two storey across most of the site, including on the frontage to Gordon Road, but steps up to three storeys at the rear. The building has an open frontage of approximately 6m depth, which can be parked upon via two dropped kerbs. The building is separated from its northern flank boundary with No. 128 Gordon Road by approximately 5.5m, this strip of land is gated at the front and is open behind except at the very rear where the building extends across to abut the northern boundary. The building has windows in both flanks and at the rear, but not at the front. The building has been used for a B Class use (commercial/industrial) and it is understood that the most recent occupiers were a clock making company.

4 The application site is abutted by the gardens of the Consort Road properties to the rear (west), to the north by two storey semi-detached Victorian houses, to the south by a new three storey block of flats, currently nearing completion, and opposite by three storey flats and by a large former factory building at 187-189 Gordon Road.

5 The site falls within the recently designated Nunhead Green Conservation Area, and within the Urban Zone for density purposes, as designated in the emerging Southwark Unitary Development Plan (UDP).
The wider area is characterised by a mix of uses including residential, commercial and community uses and is predominantly low rise comprising two and three storey development.

**Details of proposal**

The proposal is to convert, adapt and extend the existing building to form a mixed use scheme comprising 6 B1 units at ground floor with 9 flats above. The ground floor footprint of the building will be largely unchanged, except that external stairs will be built up the northern flank wall to serve the flats above, and at the rear of the side accessway the existing structure which currently abuts the northern and western boundaries of the site will be demolished.

At the front of the site, at first floor, will be created 3 two bedroom flats. These will be dual aspect facing across Gordon Road at the front and facing into an open terrace area behind. Above these flats at the front will be constructed another floor of accommodation, again comprising 3 two bedroom flats. These will also be dual aspect.

At the rear of the site, the existing building will be partially demolished, with the second floor going completely and the first floor being partly cutback where it abuts the rear boundary. Here, at first floor level, will be created 3 one bedroom units. These units will also be dual aspect with a view forwards onto the aforementioned terrace area and at the rear onto small private terraces which will be enclosed by a low wall with timber louvres above up to a height of 1.8m relative to floor level. There will also be a communal terrace created at second floor level above these flats, although this will be set well back from the sides and rear of the building.

This adaptation of the existing building will involve significant remodelling of all elevations, particularly at the front where large areas of glazing will be introduced and a variety of materials from London stock brick to timber cladding will be used. The southern flank will also be altered with the loss of first floor windows but the introduction of ground floor glazing and doors, which will open onto a hard landscaped area in the former side accessway - to be shared between the commercial and residential occupants of the building. Along with the northern flank elevation, which will be much less altered, the southern flank will be predominantly faced in textured buff render. The rear of the building will also be rendered in this way and all the existing glazing at first and second floor will be removed with the demolition of the upper parts of the building in this position.

Refuse and cycle storage is proposed in the open area on the northern side of the building. 7 car parking spaces are indicated on the frontage.

The separate application 07-AP-0594, seeks Conservation Area Consent for the partial demolition described, and this will be considered alongside the other planning issues below.

**Planning history**

Demolition of part of existing building and construction of a 4 storey building to provide 4 one bedroom and 10 two bedroom flats. This was withdrawn prior to determination.

Change of use, alteration and single storey extension to form 6 B1 units on ground floor and part of first floor and 9 residential units together with car parking, cycle parking and hard and soft landscaping. This was withdrawn prior to determination.

The most recent application submitted for the site involved a mixed use scheme comprising 6 B1 units and 9 two bedroom flats. This was also withdrawn following
concerns raised by officers at elements of the design and particularly at the quality of residential accommodation that would be provided and the possibility for overlooking to the rear.

Planning history of adjoining sites

16 138 Gordon Road
05-AP-1045
Demolition of the existing buildings and erection of a 3 storey building comprising 10 x two bedroom and 2 x one bedroom flats together with provision of refuse storage and cycle parking areas, landscaping, 6 off street parking spaces and formation of a new vehicular access. This was permitted on 8/5/05 and the scheme is now nearing completion.

17 187-189 Gordon Road
Demolition of existing industrial buildings and construction of 25 housing units in two blocks comprising: a front block (part two/three/four storey) containing 18 flats; and a rear block (2 storey plus roof level accommodation) of 7 dwellinghouses; together with 4 street level and 11 basement car parking spaces, new and altered vehicle accesses including ramp to basement, motorcycle and cycle parking, and associated landscaping and ancillary works. This scheme was refused in December 2006 on the grounds of inappropriate front elevation treatment and due to the height of the terraced properties proposed at the rear.

FACTORS FOR CONSIDERATION

Main Issues

18 The main issues in this case are:

a] the principle of the development in terms of land use and conformity with strategic policies.

b] the impacts on amenity of adjoining residential properties;

c] the quality of the residential accommodation proposed;

d] the design of the development;

e] the traffic impacts (including parking) of the proposal.

Planning Policy

19 At its meeting on 28th March 2007 the Council resolved to adopt the emerging Southwark Unitary Development Plan [Modifications version March 2007] subject to consultation on revised wording in respect of policies 4.1, 4.2 and 4.4 prior to formal adoption in June 2007. Whilst the 1995 Unitary Development Plan remains the statutory development plan until such time as the emerging plan is formally adopted, the Council will give predominant weight to the 2007 plan policies in determining pending applications unless material considerations indicate otherwise.

20 Southwark Plan 2007 [Modifications Version]
Policy 1.4 Employment Sites Outside the Preferred Office Locations and Preferred Industrial Locations
Policy 3.2 Protection of Amenity
Policy 3.3 Sustainability Appraisal
Policy 3.4 Energy Efficiency
Policy 3.5 Renewable Energy
Policy 3.10 Efficient Use of Land
Policy 3.12 Quality in Design
Policy 3.13 Urban Design
Policy 3.14 Designing Out Crime
Policy 3.16 Conservation Areas
Policy 4.1 Density of Residential Development
Policy 4.2 Quality of Residential Accommodation
Policy 4.3 Mix of Dwellings
Policy 5.2 Transport Impacts
Policy 5.3 Walking and Cycling
Policy 5.6 Car Parking
Appendix 3 Residential Density Standards
Appendix 6 Parking Standards

21 Southwark Unitary Development Plan 1995 [UDP]
Policy E.1.1 Safety and Security in the Environment
Policy E.2.1 Layout and Building Line
Policy E.2.2 Heights of Buildings
Policy E.2.3 Aesthetic Control
Policy E.3.1 Protection of Amenity
Policy E.4.2 & E.4.3 Proposals Affecting Conservation Areas
Policy H.1.3 New Housing
Policy H.1.5 Dwelling Mix of New Housing
Policy H.1.7 Density of New Residential Development
Policy H.1.8 Standards for New Housing
Policy B.1.2 Protection Outside Employment Areas and Sites
Policy T.1.2 Location of Development in Relation to the Transport Network
Policy T.1.3 Design of Development and Conformity with Council Standards and Controls
Policy T.4.1 Measures for Cyclists
Policy H.5.2 Road Hierarchy
Policy T.6.3 Parking Space in New Developments

22 London Plan 2004
3A.2 Borough Housing Targets
3A.4 Housing Choice
3C.21 Improving Conditions for Cycling
3C.22 Parking Strategy
4A.7 Energy Efficiency and Renewable Energy
4A.9 Providing for Renewable Energy
4B.1 Design Principles for Compact City
4B.3 Maximising the Potential of Sites
4B.4 Enhancing the Public Realm
4B.5 Creating an Inclusive Environment
4B.6 Sustainable Design and Construction
4B.7 Respect Local Context and Characteristics
London Plan SPG ‘Housing’ (Nov 2005)
London Plan SPG ‘Sustainable Design and Construction’ (May 2006)

23 Planning Policy Guidance [PPG] and Planning Policy Statements [PPS]
PPS 1 ‘Creating Sustainable Communities’ (2005)
PPS 3 ‘Housing’ (2006)
PPG 15 ‘Planning and the Historic Environment’ (1994)

Consultations
Site Notice:
14/5/07 (16/5/2007 for 07/AP/0594)

Press Notice:

Internal Consultees
Traffic Group
Access officer

Statutory and non-statutory consultees
N/A

Neighbour consultees
A full list of neighbours notified is attached as an appendix to this report.

Re-consultation
Re-consultation with neighbours on the revisions to the proposals, namely the alteration in the external render and the reduction in the size of the rear terrace areas, occurred on 5/6/07.

Consultation replies

Internal Consultees
The Traffic Group commented that no objections were raised to the level of on-site parking having regard to the submitted Transport Assessment and detailed parking surveys for the area. They also noted that the separation between the parking spaces on the front forecourt would enable their use by a disabled person. Support was expressed for the provision within the site of cycle parking for the commercial accommodation as well as the residential, together with the covered motorcycle parking. An informative concerning the issue of waste receptacles upon completion was recommended. Clarification was requested on the fire escape route to the south given that this would involve a right of access across the neighbouring site No. 138 Gordon Road.

The Access Officer commented that the proposal was in accordance with Part M of the Building Regulations (Access to and use of buildings). It was commented that a passenger lift is not a requirement in a development of this size and the stairway up to the flats has been designed in accordance with the regulations to be suitable for ambulant disabled people. Both the B1 units and the residential units would have level thresholds.

Statutory and non-statutory consultees
N/A

Neighbour consultees
At the time of writing the report three objections had been received, all of which on the first set of plans consulted on with this application.

The occupiers of 191 Consort Road, whose garden backs onto the site at the rear, comment that whilst they consider the latest application to be more sympathetic than the last they continue to have concerns at the proximity of the rear terrace areas for the first floor flats proposed. They point out that the plans are rather misleading in suggesting that there are several large trees in the rear gardens here, when in fact some of the gardens are more open. They consider that even with the louvre screens proposed there will still be oblique overlooking of their rear garden and those adjacent and they will suffer an intolerable level of intrusion on the privacy and amenities that they presently enjoy. They also note the proposed second floor terrace, although they acknowledge that whilst it will afford a view of the surrounding gardens it is nevertheless set well back from the rear of the site. Concern is also expressed at the
white render proposed for the rear wall which is considered to be too stark and out of character with the neighbouring gardens (this has now been amended on the plans to a textured buff render). Finally, there are concerns expressed at disruption during building works due to the close proximity of the site to their garden.

The occupant of 37 Barton Close objects to the further loss of employment space in this part of Nunhead and comments that what is required is employment not further housing, which they consider will merely place greater pressure on local services.

Another local resident who has not provided their address raises concern that the development is too large and out of character with the recently designated Conservation Area around Nunhead Green. They comment that this part of Nunhead is currently suffering from overdevelopment with 2 large blocks of flats currently under construction. They further comment that the front elevation onto Gordon Road should not be increased over and above the size of the existing building and they raise concern that the residential accommodation on the upper floors will enable increased overlooking of neighbouring properties. It is commented that the level of car parking proposed is not adequate given the size of the scheme and the level of on-street parking in the area, and concern is expressed that it is inappropriate to use a front forecourt area for parking in a Conservation Area given the visual impact on the street scene.

Nunhead Residents' Association have raised no objection provided that the scheme is in keeping with the Conservation Area, does not result in an overdevelopment, and the residential units provide adequate living space.

Re-consultation
Any representations received in relation to the revised plans will be reported to Members by way of an addendum report and/or verbal update.

PLANNING CONSIDERATIONS

Principle of development
The site is not subject to any particular use designation in the adopted or emerging UDP. Policy 1.4 of the emerging UDP concerns employment sites with an established B Class use which are outside the Preferred Office or Industrial Locations. However, the requirement to maintain a like-for-like amount of commercial floorspace on the site with any redevelopment proposal only applies in the following cases:

i) Where the site fronts onto or has direct access to a classified road: or
ii) The site is in a Public Transport Accessibility Zone: or
iii) The site is within the Central Activities Zone; or
iv) The site is within a Strategic Cultural Area.

None of these criteria apply to the application site and therefore a net loss of commercial floorspace is acceptable in policy terms here. Indeed neighbouring sites such as 138 Gordon Road and 187-189 Gordon Road have either been developed or are proposed to be developed as wholly residential schemes.

On this site the principle of a mixed use scheme, retaining some employment land but also providing new residential accommodation, is supported in land-use policy terms. The 6 proposed B1 units are described as being flexible and are intended to provide accommodation for small businesses. Due to the size of these units and the fact that they will provide B1 space, rather than the more intensive B2 class accommodation, it is argued by the applicants that they will be co-exist comfortably with the residential units proposed above and those already existing in the area. The residential accommodation will all be private market housing, although that is acceptable in policy terms as the overall number of units is below the threshold of 10. However it is important to assess the scheme in terms of its impact on general amenity issues and also highway safety and these issues are discussed further below.
Environmental impact assessment
Not required on a scheme of this size.

Impact of proposed development on amenity of adjoining occupiers and surrounding area
In terms of the use of the site, at present it has the potential to be re-used by a single user who may employ many staff and could operate outside of normal business hours by virtue of the fact that the building does not appear to be subject to planning conditions stipulating its hours of use. The proposed units however will be targeted at much smaller businesses which will have to be used as office space or light industrial space in order to accord with their B1 Class designation. Furthermore with this application the opportunity arises to condition the hours of use of the business units, preventing their use throughout the night. At the time of writing discussions are ongoing with the agents to ascertain appropriate restrictions at weekends, a suggested condition will be proposed in an addendum report. Taking these points into account, the potential for noise and disturbance arising from the use of these business units is considered to be an acceptable, and should be less than could occur with a new occupier of the present building.

With regards to the physical alterations to the building and the creation of residential accommodation on the upper floors, in effect the existing building is being raised in height at the front and lowered at the rear, with fenestration being introduced for the first time at the front and reduced at the rear. Glazing at first floor along the flanks is being removed with windows retained at ground floor along the southern flank and new openings added at ground level on the opposite flank to enable access into the landscaped courtyard on this side. The impact these alterations will have on neighbouring occupiers needs to be carefully considered.

At the front of the site there will be extensive glazing serving both the commercial units and habitable rooms in the flats above. However, given that the separation distances to the flats opposite are not dissimilar to the separation between opposing developments on neighbouring sites, the introduction of glazing here is not considered to give rise to inappropriate levels of overlooking. The building will become taller and to some extent more bulky although the top storey will have recessed areas which provide for small private terraces, which help ameliorate the increase in massing. It is also important to recognise that the buildings opposite the site are already three storey as is the new block to the south at No. 138. The houses to the north of the site are more modest two storey dwellings, however by maintaining the separation of the existing building from the nearest property (No. 128) the increase in height is considered to be adequately mitigated.

The space on the northern side of the site will be laid out with bin areas at the front (adjacent to the blank flank wall of No. 128) with covered motorcycle and cycle parking behind, with the access stairs to the residential units, and behind these with a predominantly hard landscaped area which it is anticipated will be used predominantly by the commercial occupants during the day and outside of office hours will be used by the residents. The northern boundary to this area (shared with the rear garden of No. 128) is currently a concrete slatted fence to a height of approximately 2m with barbed wire above. Whilst it may be preferable to retain a fairly solid enclosure here in order to capture any noise emanating from the use of this landscaped area, a planning condition can be used to agree details such as the removal, if that is considered appropriate, of the barbed wire. Given that the existing first floor glazing along this side will be removed there should be a reduction in direct overlooking towards the rear of No. 128 and those gardens beyond.

There should also be less overlooking of the new flats at 138 Gordon Road on the southern side of the site, due to the loss of the first and second floor glazing that is currently evident on the side of the building. Existing high level windows will be retained at the ground floor level, although these can be conditioned to be made
obscure glazed given that they will serve the commercial units. The applicant has confirmed that a right of access presently exists down the side of No. 138 to enable exit in the event of a fire from the application site, and this right of access will be retained in perpetuity to serve the new fire escape proposed in the southern flank.

The impact at the rear of the building is perhaps the most sensitive given that here the building directly abuts several residential gardens in Consort Road. However, in assessing the impact of the proposals on this side it is important to recognise that the existing building presently rises sheer three storeys in this position and has clear glazing along both its first and second storeys which afford clear overlooking of all surrounding gardens and the immediate areas behind the building. The building appears to be unfettered by planning conditions governing hours of use and therefore it could be used 24 hours a day seven days a week without further planning permission being required. When this is taken into account it is clear that overlooking of neighbouring gardens from these windows could occur at any time. When considered against this context, the proposed alterations at the rear of the site should offer a reduced impact upon neighbours’ amenities due primarily to the reduction in height and bulk and also by removing any windows from the rear boundary wall. Nevertheless the private west facing terraces have caused local concerns and for that reason the rear of the terraces have been pulled back from the rear wall of the building by between 0.5m and 2m approximately, allowing for the taper of the rear boundary. In the process the size of these terraces has also been reduced which reduces the number of people that can congregate in these positions and thus the amount of noise that could be generated. Of course the existing building is enclosed at the rear and therefore the existence of open terraces at the back of the building and also on the rear roof may create more noise at times. However, the communal terrace will be well set back from the back and sides of the roof and will be enclosed with a high solid screen which should keep noise break-out to acceptable levels whilst preventing overlooking. The rear terraces, as mentioned above, are more modest in size and will also be largely enclosed helping to minimise noise break-out and also allowing only oblique views at 45 degrees through the louvres. It should also be noted that the rear gardens of the houses in Consort Road that back on to the site are relatively long and vary between approximately 35m – 38m depth. Given these factors it is considered that the impact on neighbouring residents at the rear should be acceptable.

Impact of adjoining and nearby uses on occupiers and users of proposed development

As the neighbouring properties are predominantly residential in use it is not anticipated that they should impact materially upon the proposed development.

Traffic issues

The site will be serviced from Gordon Road at the front. Given that traffic flows along the road are relatively low this is considered to be acceptable and no objections have been raised from the Traffic Group in this regard.

In respect of parking provision, the site has a Public Transport Accessibility Level (PTAL) rating of 3 which is moderate and would normally require some on-site parking. Given that the area is not within a Controlled Parking Zone a parking stress survey was commissioned to assess the existing and proposed levels of on-street parking with this proposal. This concluded that there was adequate on-street parking to accommodate the proposed level of demand taking into account the provision of 7 car spaces on the site. The Traffic Group have accepted these findings.

As mentioned above, support has been expressed by the Traffic Group for the provision of secure cycle parking for both the commercial and residential elements of the scheme; and for the provision of some covered motorcycle parking.

Design issues
The submitted Design and Access Statement explains that the existing structure of the building determined the decision to subdivide the ground floor into 6 units – given the location of the supporting columns. The appearance of the scheme is intended to maintain the solid appearance of the ground and first floors, albeit with some relief through the introduction of fenestration and a variation of materials, with the additional storey at the front to be constructed in a more lightweight curtain walling system comprising timber panels, white opaque glazing and obscured or clear glazing. The building is not intended to closely reflect the aesthetic of neighbouring buildings as the scale and appearance of the existing building already distinguish it from the older terraces to the north and the domesticated appearance of the block being constructed immediately to the south.

Although the road to the north becomes more uniform with two storey Victorian terraced housing on both sides, in the vicinity of the site there are a number of three storey residential and commercial buildings. Moreover the architectural style of the buildings at this end of the road becomes more varied as well. In this context the massing and contemporary style of the proposed scheme is considered to be acceptable.

Impact on character and setting of a listed building and/or conservation area
The recent designation of the Nunhead Green Conservation Area needs to be taken into account with both these applications, in terms of the proposed demolition of the existing building and the effect of the new proposals upon the setting and character of the area.

In terms of the demolition proposals, the existing building is considered to detract from this part of the Conservation Area as it is very utilitarian in appearance. For this reason there is no objection raised to the proposed partial demolition. As for the remodelling of the elevations and the rebuilding and extension of the upper floors, these changes are considered to greatly improve the overall appearance of the building. With the further revisions now made, such as the use of a more muted textured buff render, as opposed to a starker white render, the scheme should enhance the character and appearance of this part of the Conservation Area.

Planning obligations [S.106 undertaking or agreement]
Although the scheme is technically classified as a major, due to the overall amount of floorspace exceeding 1000sqm; as it has less than 10 residential units and less than 1000sqm of commercial floorspace it falls under the thresholds specified in the Council’s emerging S106 SPD and therefore it is not considered appropriate to seek contributions in connection with this scheme.

Other matters
In respect of the amenity that will be enjoyed within the new flats themselves, the current scheme differs from the last withdrawn application (06-AP-1821) as the rear flats have been reduced in size from two to one bedroom. This has enabled a larger first floor courtyard area to be created between the front and rear flats, and also to create larger private terraces at the very back. To minimise overlooking between these units care has been taken to locate non-habitable rooms only at the front of the rear units. The flats themselves all exceed the Council’s minimum floorspace standards and each has a balcony or private terrace as well as access to the communal terrace on top of the rear flats.

With 6 two bedroom and 2 one bedroom flats the mix of dwellings is compliant with Policy 4.3, and with an overall density (including the commercial element) of 463 habitable rooms per hectare, this falls within the ranges for the Urban Zone stipulated in emerging UDP policy.

The scheme will also provide 10% of its energy needs through the use of solar thermal panels on the roof and other measures such as a sedum roof above the front flats will be used to reduce surface water run-off and heat transmission through to the
flats below. A report has been submitted with the application which confirms that a 67% score is achieved against the Building Research Establishment’s EcoHomes criteria, which using the EcoHomes classification is ‘very good’.

61 Conclusion
This is a brownfield site which comprises an under used and unattractive factory/workshop building. The proposals will create a mixed use scheme on the site with smaller more versatile commercial space retained at ground floor and new residential accommodation introduced on the upper floors. In policy terms a mixed use scheme on this site is acceptable and the provision of new housing accords with both local and London Plan policy and is also in line with PPS3.

62 The commercial accommodation can be controlled by hours conditions for the first time and given that they will remain in B1 use, should not impact on the flats above or properties adjacent.

63 The residential accommodation has been reduced in scale since the last application and now provides better spacing between the units and more amenity space.

64 The external changes to the building are considered to enhance its appearance within the Conservation Area whilst respecting the prevailing heights of several neighbouring buildings in this part of Gordon Road. At the rear the building will be reduced in scale and with the measures discussed above should lead to less overlooking potential of neighbouring gardens than is presently possible.

65 For these reasons the scheme is recommended for permission subject to the conditions listed.

COMMUNITY IMPACT STATEMENT

66 In line with the Council's Community Impact Statement the impact of this application has been assessed as part of the application process with regard to local people in respect of their age, disability, faith/religion, gender, race and ethnicity and sexual orientation. Consultation with the community has been undertaken as part of the application process.

a] The impact on local people is set out above.

b] The following issues relevant to particular communities/groups likely to be affected by the proposal have been identified above.

c] The likely adverse or less good implications for any particular communities/groups have been also been discussed above.

SUSTAINABLE DEVELOPMENT IMPLICATIONS

67 The scheme will provide new commercial and residential accommodation on this brownfield site, in accordance with sustainable development objectives.
## Neighbour Consultee List for Application Reg. No. 07-AP-0592

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### App. Type
- Full Planning Permission

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RECOMMENDATION
LDD MONITORING FORM REQUIRED

This document shows the case officer's recommended decision for the application referred to below.
This document is not a decision notice for this application.

Applicant Hatcham (Gordon) Ltd
Application Type Full Planning Permission
Recommendation Grant
Reg. Number 07-AP-0592
Case Number TP/2467-138

Draft of Decision Notice

Planning Permission was GRANTED for the following development:
Change of use of the building to provide a mixed use development comprising six Class B1 (office) units with a total floorspace of 544m² at the ground floor level, and nine residential flats with external terraces above; Extensions and alterations to the building; Provision of car parking spaces; Landscaping works.

At: 130-136 GORDON ROAD, LONDON, SE15 3RJ

In accordance with application received on 12/03/2007

and Applicant's Drawing Nos. 0720/001 B, 0720/002 B (rec'd 12/3/07)

Transport and Parking Assessment
Eco Homes Strategic Report
Planning Statement
(all rec'd 12/3/07)

0720/010 A, 0720/011 B, 0720/012 B, 0720/013 B (rec'd 31/5/07)

Revised Design and Access Statement (rec'd 31/5/07)

Subject to the following conditions:

1 The development hereby permitted shall be begun before the end of three years from the date of this permission.

Reason
As required by Section 91 of the Town and Country Planning Act 1990 as amended

2 Details of the external materials and windows to be used in the carrying out of this permission shall be submitted to and approved by the Local Planning Authority before any work in connection with this permission is carried out and the development shall not be carried out otherwise than in accordance with any such approval given.

Reason
In order that the Local Planning Authority may be satisfied as to the details of the external materials and windows in the interest of the appearance of the building in accordance with Policy 3.12 `Quality in Design' of the emerging Southwark Unitary Development Plan (Modifications Version - March 2007) and Policy E.2.3 'Aesthetic Control' of the adopted Southwark Unitary Development Plan (1995).

3 Details of the means of enclosure for the northern site boundary shall be submitted to and approved in writing by the local planning authority prior to commencement of works and the development shall not be carried out otherwise than in accordance with any approval given. The development hereby permitted shall not be occupied until the works approved pursuant to this condition have been carried out.


4 The refuse storage arrangements shown on the approved drawings shall be provided and be available for use
by the occupiers of the commercial and residential units hereby permitted before first occupation and shall be
retained as such thereafter.

Reason
In order that the Council may be satisfied that the refuse will be appropriately stored within the site thereby
protecting the amenity of the site and the area in general from litter, odour and potential vermin/pest nuisance
in accordance with Policy 3.2 ‘Protection of Amenity’ of the emerging Southwark Unitary Development Plan
Development and Conformity with Council’s Standards and Controls’ of Southwark’s adopted Unitary

5 The cycle storage facilities as shown on the permitted plans shall be provided before first occupation of either
the commercial or residential units hereby approved and shall permanently be retained as such thereafter.

Reason
To ensure that satisfactory safe and secure bicycle parking is provided and retained for the benefit of the
users and occupiers of the building in order to encourage the use of alternative means of transport and to
reduce reliance on the use of the private car in accordance with Policy 5.3 ‘Walking and Cycling’ of the
emerging Southwark Unitary Development Plan (Modifications Version - March 2007) and Policy E.3.1
‘Protection of Amenity’ and T.1.3 ‘Design in Conformity with Council Standards’ of the adopted Southwark

6 The windows in the southern flank elevation of the building shall be obscure glazed and fixed shut and shall
not be replaced or repaired otherwise than with obscure glazing without the prior written approval of the Local
Planning Authority.

Reason
In order to protect the privacy and amenity of the occupiers and users of the adjoining premises at No. 138
Gordon Road from undue overlooking in accordance with Policy 3.2 ‘Protection of Amenity’ of the emerging
Southwark Unitary Development Plan (Modifications Version - March 2007) and Policy E.3.1 ‘Protection of

7 The roof of the front flats hereby permitted shall not be used other than as a means of escape or for
maintenance purposes and shall not be used for any other purpose including use as a roof terrace or balcony
or for the purpose of sitting out.

Reason
In order that the privacy of adjacent occupiers may be protected from overlooking from use of the roof area in
accordance with Policy 3.2 ‘Protection of Amenity’ of the emerging Southwark Unitary Development Plan
(Modifications Version - March 2007) and Policy E.3.1: ‘Protection of Amenity’ of the adopted Southwark

8 The roof of the rear flats outside of the communal terrace hereby permitted shall not be used other than as a
means of escape or for maintenance purposes and shall not be used for any other purpose including use as a
roof terrace or balcony or for the purpose of sitting out.

Reason
In order that the privacy of adjacent occupiers may be protected from overlooking from use of the roof area in
accordance with Policy 3.2 ‘Protection of Amenity’ of the emerging Southwark Unitary Development Plan
(Modifications Version - March 2007) and Policy E.3.1: ‘Protection of Amenity’ of the adopted Southwark

9 Details of the louvre screens to the rear terrace areas and the solid screen to the communal terrace area shall
be submitted to and approved in writing by the Local Planning Authority prior to commencement of works, and
the screens shall be installed in accordance with the approved details prior to the first occupation of the
scheme and shall thereafter be permanently retained as such.

Reason
In order that the privacy of adjacent occupiers may be protected from overlooking from use of the roof or
terrace areas in accordance with Policy 3.2 ‘Protection of Amenity’ of the emerging Southwark Unitary Development Plan
(Modifications Version - March 2007) and Policy E.3.1: ‘Protection of Amenity’ of the adopted Southwark

10 The car parking area hereby permitted shall be kept available at all times for vehicle parking in connection with
the development hereby permitted and shall not be used or developed for other purposes.

Reason: In order to retain adequate on-site vehicle parking in the interest of highway safety and in order to

11 Details of a survey and investigation of the soil conditions of the site where the site is being landscaped on the northern side, sufficient to identify the nature and extent of any soil contamination, together with a schedule of the methods by which it is proposed to neutralise, seal, or remove the contaminating substances, shall be submitted to and approved by the Local Planning Authority and thereafter shall be carried out before any works in connection with this permission are begun.

**Reason**


12 Prior to the first occupation of the building a certificated EcoHomes 2006 Post Construction Review, or other verification process agreed with the Local Planning Authority, shall be provided, confirming that the `very good' standard has been met.

**Reason:** To ensure that the development contributes towards sustainable development objectives and that the proposal complies with Policy 3.4 of the emerging Southwark Unitary Development Plan (Modifications Version - March 2007) and Policy 4A.9 of the London Plan 2004.

**Reasons for granting planning permission.**

This planning application was considered with regard to various policies including, but not exclusively:

a] Policies 3.2, 3.3, 3.4, 3.10, 3.12, 3.13, 3.16, 4.1, 4.2, 4.3, 5.2, 5.3 and 5.6 of the emerging Southwark Unitary Development Plan [March 2007].


c] Policies 3A.2, 4A.7, 4A.9, 4B.1, 4B.3, 4B.6 and 4B.7 of the London Plan [2004].


Planning permission was granted as there are no, or insufficient, grounds to withhold consent on the basis of the policies considered and other material planning considerations.

**Informative**

The applicant is advised that they must contact our Waste Management Section (Environment Housing Department), of occupation at least four months prior to completion in order that receptacles can be issued to the new residents and the address be included on the collections schedule.
Purpose

1. To consider the above application which is recommended for consent and requires Community Council consideration due to the number of objections that have been received.

This is a joint report to be read in conjunction with the Planning Permission application (ref. 07-AP-0592), which seeks consent for partial demolition of the existing building at the site to facilitate the proposed redevelopment.

Recommendation

2. To grant Conservation Area Consent for partial demolition subject to conditions

Background

Site location and description

3. The site is located on the western side of Gordon Road and consists of a factory building which is two storey across most of the site, including on the frontage to Gordon Road, but steps up to three storeys at the rear. The building has an open frontage of approximately 6m depth, which can be parked upon via two dropped kerbs. The building is separated from its northern flank boundary with No. 128 Gordon Road by approximately 5.5m, this strip of land is gated at the front and is open behind except at the very rear where the building extends across to abut the northern boundary. The building has windows in both flanks and at the rear, but not at the front. The building has been used for a B Class use (commercial/industrial) and it is understood that the most recent occupiers were a clock making company.

4. The application site is abutted by the gardens of the Consort Road properties to the rear (west), to the north by two storey semi-detached Victorian houses, to the south by a new three storey block of flats, currently nearing completion, and opposite by three storey flats and by a large former factory building at 187-189 Gordon Road.

5. The site falls within the recently designated Nunhead Green Conservation Area, and within the Urban Zone for density purposes, as designated in the emerging Southwark Unitary Development Plan (UDP).
The wider area is characterised by a mix of uses including residential, commercial and community uses and is predominantly low rise comprising two and three storey development.

**Details of proposal**

The proposal is to convert, adapt and extend the existing building to form a mixed use scheme comprising 6 B1 units at ground floor with 9 flats above. The ground floor footprint of the building will be largely unchanged, except that external stairs will be built up the northern flank wall to serve the flats above, and at the rear of the side accessway the existing structure which currently abuts the northern and western boundaries of the site will be demolished.

At the front of the site, at first floor, will be created 3 two bedroom flats. These will be dual aspect facing across Gordon Road at the front and facing into an open terrace area behind. Above these flats at the front will be constructed another floor of accommodation, again comprising 3 two bedroom flats. These will also be dual aspect.

At the rear of the site, the existing building will be partially demolished, with the second floor going completely and the first floor being partly cutback where it abuts the rear boundary. Here, at first floor level, will be created 3 one bedroom units. These units will also be dual aspect with a view forwards onto the aforementioned terrace area and at the rear onto small private terraces which will be enclosed by a low wall with timber louvres above up to a height of 1.8m relative to floor level. There will also be a communal terrace created at second floor level above these flats, although this will be set well back from the sides and rear of the building.

This adaptation of the existing building will involve significant remodelling of all elevations, particularly at the front where large areas of glazing will be introduced and a variety of materials from London stock brick to timber cladding will be used. The southern flank will also be altered with the loss of first floor windows but the introduction of ground floor glazing and doors, which will open onto a hard landscaped area in the former side accessway - to be shared between the commercial and residential occupants of the building. Along with the northern flank elevation, which will be much less altered, the southern flank will be predominantly faced in textured buff render. The rear of the building will also be rendered in this way and all the existing glazing at first and second floor will be removed with the demolition of the upper parts of the building in this position.

Refuse and cycle storage is proposed in the open area on the northern side of the building. 7 car parking spaces are indicated on the frontage.

The separate application 07-AP-0594, seeks Conservation Area Consent for the partial demolition described, and this will be considered alongside the other planning issues below.

**Planning history**

03/AP/0569
Demolition of part of existing building and construction of a 4 storey building to provide 4 one bedroom and 10 two bedroom flats. This was withdrawn prior to determination.

06/AP/0419
Change of use, alteration and single storey extension to form 6 B1 units on ground floor and part of first floor and 9 residential units together with car parking, cycle parking and hard and soft landscaping. This was withdrawn prior to determination.

06/AP/1821
The most recent application submitted for the site involved a mixed use scheme comprising 6 B1 units and 9 two bedroom flats. This was also withdrawn following concerns raised by officers at elements of the design and particularly at the quality of
residential accommodation that would be provided and the possibility for overlooking to the rear.

**Planning history of adjoining sites**

16 138 Gordon Road
05-AP-1045
Demolition of the existing buildings and erection of a 3 storey building comprising 10 x two bedroom and 2 x one bedroom flats together with provision of refuse storage and cycle parking areas, landscaping, 6 off street parking spaces and formation of a new vehicular access. This was permitted on 8/5/05 and the scheme is now nearing completion.

17 187-189 Gordon Road
Demolition of existing industrial buildings and construction of 25 housing units in two blocks comprising: a front block (part two/three/four storey) containing 18 flats; and a rear block (2 storey plus roof level accommodation) of 7 dwellinghouses; together with 4 street level and 11 basement car parking spaces, new and altered vehicle accesses including ramp to basement, motorcycle and cycle parking, and associated landscaping and ancillary works. This scheme was refused in December 2006 on the grounds of inappropriate front elevation treatment and due to the height of the terraced properties proposed at the rear.

**FACTORS FOR CONSIDERATION**

**Main Issues**

18 The main issues in this case are:

a) the impact of the partial demolition proposed upon the character and appearance of this part of the Nunhead Green Conservation Area.

**Planning Policy**

19 At its meeting on 28th March 2007 the Council resolved to adopt the emerging Southwark Unitary Development Plan [Modifications version March 2007] subject to consultation on revised wording in respect of policies 4.1, 4.2 and 4.4 prior to formal adoption in June 2007. Whilst the 1995 Unitary Development Plan remains the statutory development plan until such time as the emerging plan is formally adopted, the Council will give predominant weight to the 2007 plan policies in determining pending applications unless material considerations indicate otherwise.

20 **Southwark Plan 2007 [Modifications Version]**
Policy 1.4 Employment Sites Outside the Preferred Office Locations and Preferred Industrial Locations
Policy 3.2 Protection of Amenity
Policy 3.3 Sustainability Appraisal
Policy 3.4 Energy Efficiency
Policy 3.5 Renewable Energy
Policy 3.10 Efficient Use of Land
Policy 3.12 Quality in Design
Policy 3.13 Urban Design
Policy 3.14 Designing Out Crime
Policy 3.16 Conservation Areas
Policy 4.1 Density of Residential Development
Policy 4.2 Quality of Residential Accommodation
Policy 4.3 Mix of Dwellings
Policy 5.2 Transport Impacts
Policy 5.3 Walking and Cycling
Policy 5.6 Car Parking
Appendix 3 Residential Density Standards
Appendix 6 Parking Standards

21 Southwark Unitary Development Plan 1995 [UDP]
Policy E.1.1 Safety and Security in the Environment
Policy E.2.1 Layout and Building Line
Policy E.2.2 Heights of Buildings
Policy E.2.3 Aesthetic Control
Policy E.3.1 Protection of Amenity
Policy E.4.2 & E.4.3 Proposals Affecting Conservation Areas
Policy H.1.3 New Housing
Policy H.1.5 Dwelling Mix of New Housing
Policy H.1.7 Density of New Residential Development
Policy H.1.8 Standards for New Housing
Policy B.1.2 Protection Outside Employment Areas and Sites
Policy T.1.2 Location of Development in Relation to the Transport Network
Policy T.1.3 Design of Development and Conformity with Council Standards and Controls
Policy T.4.1 Measures for Cyclists
Policy H.5.2 Road Hierarchy
Policy T.6.3 Parking Space in New Developments

22 London Plan 2004
3A.2 Borough Housing Targets
3A.4 Housing Choice
3C.21 Improving Conditions for Cycling
3C.22 Parking Strategy
4A.7 Energy Efficiency and Renewable Energy
4A.9 Providing for Renewable Energy
4B.1 Design Principles for Compact City
4B.3 Maximising the Potential of Sites
4B.4 Enhancing the Public Realm
4B.5 Creating an Inclusive Environment
4B.6 Sustainable Design and Construction
4B.7 Respect Local Context and Characteristics
London Plan SPG ‘Housing’ (Nov 2005)
London Plan SPG ‘Sustainable Design and Construction’ (May 2006)

23 Planning Policy Guidance [PPG] and Planning Policy Statements [PPS]
PPS 1 ‘Creating Sustainable Communities’ (2005)
PPS 3 ‘Housing’ (2006)
PPG 15 ‘Planning and the Historic Environment’ (1994)

Consultations

24 Site Notice:
14/5/07 (16/5/2007 for 07/AP/0594)

25 Press Notice:

26 Internal Consultees
Traffic Group
Access officer
Statutory and non-statutory consultees
N/A

Neighbour consultees
A full list of neighbours notified is attached as an appendix to this report.

Re-consultation
Re-consultation with neighbours on the revisions to the proposals, namely the alteration in the external render and the reduction in the size of the rear terrace areas, occurred on 5/6/07.

Consultation replies

Internal Consultees
The Traffic Group commented that no objections were raised to the level of on-site parking having regard to the submitted Transport Assessment and detailed parking surveys for the area. They also noted that the separation between the parking spaces on the front forecourt would enable their use by a disabled person. Support was expressed for the provision within the site of cycle parking for the commercial accommodation as well as the residential, together with the covered motorcycle parking. An informative concerning the issue of waste receptacles upon completion was recommended. Clarification was requested on the fire escape route to the south given that this would involve a right of access across the neighbouring site No. 138 Gordon Road.

The Access Officer commented that the proposal was in accordance with Part M of the Building Regulations (Access to and use of buildings). It was commented that a passenger lift is not a requirement in a development of this size and the stairway up to the flats has been designed in accordance with the regulations to be suitable for ambulant disabled people. Both the B1 units and the residential units would have level thresholds.

Statutory and non-statutory consultees
N/A

Neighbour consultees
At the time of writing the report three objections had been received, all of which on the first set of plans consulted on with this application.

The occupiers of 191 Consort Road, whose garden backs onto the site at the rear, comment that whilst they consider the latest application to be more sympathetic than the last they continue to have concerns at the proximity of the rear terrace areas for the first floor flats proposed. They point out that the plans are rather misleading in suggesting that there are several large trees in the rear gardens here, when in fact some of the gardens are more open. They consider that even with the louvre screens proposed there will still be oblique overlooking of their rear garden and those adjacent and they will suffer an intolerable level of intrusion on the privacy and amenities that they presently enjoy. They also note the proposed second floor terrace, although they acknowledge that whilst it will afford a view of the surrounding gardens it is nevertheless set well back from the rear of the site. Concern is also expressed at the white render proposed for the rear wall which is considered to be too stark and out of character with the neighbouring gardens (this has now been amended on the plans to a textured buff render). Finally, there are concerns expressed at disruption during building works due to the close proximity of the site to their garden.

The occupant of 37 Barton Close objects to the further loss of employment space in this part of Nunhead and comments that what is required is employment not further housing, which they consider will merely place greater pressure on local services.
Another local resident who has not provided their address raises concern that the development is too large and out of character with the recently designated Conservation Area around Nunhead Green. They comment that this part of Nunhead is currently suffering from overdevelopment with 2 large blocks of flats currently under construction. They further comment that the front elevation onto Gordon Road should not be increased over and above the size of the existing building and they raise concern that the residential accommodation on the upper floors will enable increased overlooking of neighbouring properties. It is commented that the level of car parking proposed is not adequate given the size of the scheme and the level of on-street parking in the area, and concern is expressed that it is inappropriate to use a front forecourt area for parking in a Conservation Area given the visual impact on the street scene.

Nunhead Residents’ Association have raised no objection provided that the scheme is in keeping with the Conservation Area, does not result in an overdevelopment, and the residential units provide adequate living space.

Re-consultation
Any representations received in relation to the revised plans will be reported to Members by way of an addendum report and/or verbal update.

PLANNING CONSIDERATIONS

Principle of development
The site is not subject to any particular use designation in the adopted or emerging UDP. Policy 1.4 of the emerging UDP concerns employment sites with an established B Class use which are outside the Preferred Office or Industrial Locations. However, the requirement to maintain a like-for-like amount of commercial floorspace on the site with any redevelopment proposal only applies in the following cases:

i) Where the site fronts onto or has direct access to a classified road: or
ii) The site is in a Public Transport Accessibility Zone: or
iii) The site is within the Central Activities Zone; or
iv) The site is within a Strategic Cultural Area.

None of these criteria apply to the application site and therefore a net loss of commercial floorspace is acceptable in policy terms here. Indeed neighbouring sites such as 138 Gordon Road and 187-189 Gordon Road have either been developed or are proposed to be developed as wholly residential schemes.

On this site the principle of a mixed use scheme, retaining some employment land but also providing new residential accommodation, is supported in land-use policy terms. The 6 proposed B1 units are described as being flexible and are intended to provide accommodation for small businesses. Due to the size of these units and the fact that they will provide B1 space, rather than the more intensive B2 class accommodation, it is argued by the applicants that they will be co-exist comfortably with the residential units proposed above and those already existing in the area. The residential accommodation will all be private market housing, although that is acceptable in policy terms as the overall number of units is below the threshold of 10. However it is important to assess the scheme in terms of its impact on general amenity issues and also highway safety and these issues are discussed further below.

Environmental impact assessment
Not required on a scheme of this size.

Impact of proposed development on amenity of adjoining occupiers and surrounding area
In terms of the use of the site, at present it has the potential to be re-used by a single user who may employ many staff and could operate outside of normal business hours by virtue of the fact that the building does not appear to be subject to planning
conditions stipulating its hours of use. The proposed units however will be targeted at much smaller businesses which will have to be used as office space or light industrial space in order to accord with their B1 Class designation. Furthermore with this application the opportunity arises to condition the hours of use of the business units, preventing their use throughout the night. At the time of writing discussions are ongoing with the agents to ascertain appropriate restrictions at weekends, a suggested condition will be proposed in an addendum report. Taking these points into account, the potential for noise and disturbance arising from the use of these business units is considered to be an acceptable, and should be less than could occur with a new occupier of the present building.

With regards to the physical alterations to the building and the creation of residential accommodation on the upper floors, in effect the existing building is being raised in height at the front and lowered at the rear, with fenestration being introduced for the first time at the front and reduced at the rear. Glazing at first floor along the flanks is being removed with windows retained at ground floor along the southern flank and new openings added at ground level on the opposite flank to enable access into the landscaped courtyard on this side. The impact these alterations will have on neighbouring occupiers needs to be carefully considered.

At the front of the site there will be extensive glazing serving both the commercial units and habitable rooms in the flats above. However, given that the separation distances to the flats opposite are not dissimilar to the separation between opposing developments on neighbouring sites, the introduction of glazing here is not considered to give rise to inappropriate levels of overlooking. The building will become taller and to some extent more bulky although the top storey will have recessed areas which provide for small private terraces, which help ameliorate the increase in massing. It is also important to recognise that the buildings opposite the site are already three storey as is the new block to the south at No. 138. The houses to the north of the site are more modest two storey dwellings, however by maintaining the separation of the existing building from the nearest property (No. 128) the increase in height is considered to be adequately mitigated.

The space on the northern side of the site will be laid out with bin areas at the front (adjacent to the blank flank wall of No. 128) with covered motorcycle and cycle parking behind, with the access stairs to the residential units, and behind these with a predominantly hard landscaped area which it is anticipated will be used predominantly by the commercial occupants during the day and outside of office hours will be used by the residents. The northern boundary to this area (shared with the rear garden of No. 128) is currently a concrete slatted fence to a height of approximately 2m with barbed wire above. Whilst it may be preferable to retain a fairly solid enclosure here in order to capture any noise emanating from the use of this landscaped area, a planning condition can be used to agree details such as the removal, if that is considered appropriate, of the barbed wire. Given that the existing first floor glazing along this side will be removed there should be a reduction in direct overlooking towards the rear of No. 128 and those gardens beyond.

There should also be less overlooking of the new flats at 138 Gordon Road on the southern side of the site, due to the loss of the first and second floor glazing that is currently evident on the side of the building. Existing high level windows will be retained at the ground floor level, although these can be conditioned to be made obscure glazed given that they will serve the commercial units. The applicant has confirmed that a right of access presently exists down the side of No. 138 to enable exit in the event of a fire from the application site, and this right of access will be retained in perpetuity to serve the new fire escape proposed in the southern flank.

The impact at the rear of the building is perhaps the most sensitive given that here the building directly abuts several residential gardens in Consort Road. However, in assessing the impact of the proposals on this side it is important to recognise that the existing building presently rises sheer three storeys in this position and has clear
glazing along both its first and second storeys which afford clear overlooking of all surrounding gardens and the immediate areas behind the building. The building appears to be unfettered by planning conditions governing hours of use and therefore it could be used 24 hours a day seven days a week without further planning permission being required. When this is taken into account it is clear that overlooking of neighbouring gardens from these windows could occur at any time. When considered against this context, the proposed alterations at the rear of the site should offer a reduced impact upon neighbours' amenities due primarily to the reduction in height and bulk and also by removing any windows from the rear boundary wall. Nevertheless the private west facing terraces have caused local concerns and for that reason the rear of the terraces have been pulled back from the rear wall of the building by between 0.5m and 2m approximately, allowing for the taper of the rear boundary. In the process the size of these terraces has also been reduced which reduces the number of people that can congregate in these positions and thus the amount of noise that could be generated. Of course the existing building is enclosed at the rear and therefore the existence of open terraces at the back of the building and also on the rear roof may create more noise at times. However, the communal terrace will be well set back from the back and sides of the roof and will be enclosed with a high solid screen which should keep noise break-out to acceptable levels whilst preventing overlooking. The rear terraces, as mentioned above, are more modest in size and will also be largely enclosed helping to minimise noise break-out and also allowing only oblique views at 45 degrees through the louvres. It should also be noted that the rear gardens of the houses in Consort Road that back on to the site are relatively long and vary between approximately 35m – 38m depth. Given these factors it is considered that the impact on neighbouring residents at the rear should be acceptable.

49 **Impact of adjoining and nearby uses on occupiers and users of proposed development**

As the neighbouring properties are predominantly residential in use it is not anticipated that they should impact materially upon the proposed development.

50 **Traffic issues**

The site will be serviced from Gordon Road at the front. Given that traffic flows along the road are relatively low this is considered to be acceptable and no objections have been raised from the Traffic Group in this regard.

51 In respect of parking provision, the site has a Public Transport Accessibility Level (PTAL) rating of 3 which is moderate and would normally require some on-site parking. Given that the area is not within a Controlled Parking Zone a parking stress survey was commissioned to assess the existing and proposed levels of on-street parking with this proposal. This concluded that there was adequate on-street parking to accommodate the proposed level of demand taking into account the provision of 7 car spaces on the site. The Traffic Group have accepted these findings.

52 As mentioned above, support has been expressed by the Traffic Group for the provision of secure cycle parking for both the commercial and residential elements of the scheme; and for the provision of some covered motorcycle parking.

53 **Design issues**

The submitted Design and Access Statement explains that the existing structure of the building determined the decision to subdivide the ground floor into 6 units – given the location of the supporting columns. The appearance of the scheme is intended to maintain the solid appearance of the ground and first floors, albeit with some relief through the introduction of fenestration and a variation of materials, with the additional storey at the front to be constructed in a more lightweight curtain walling system comprising timber panels, white opaque glazing and obscured or clear glazing. The building is not intended to closely reflect the aesthetic of neighbouring buildings as the scale and appearance of the existing building already distinguish it from the older terraces to the north and the domesticated appearance of the block being constructed
Although the road to the north becomes more uniform with two storey Victorian terraced housing on both sides, in the vicinity of the site there are a number of three storey residential and commercial buildings. Moreover the architectural style of the buildings at this end of the road becomes more varied as well. In this context the massing and contemporary style of the proposed scheme is considered to be acceptable.

Impact on character and setting of a listed building and/or conservation area
The recent designation of the Nunhead Green Conservation Area needs to be taken into account with both these applications, in terms of the proposed demolition of the existing building and the effect of the new proposals upon the setting and character of the area.

In terms of the demolition proposals, the existing building is considered to detract from this part of the Conservation Area as it is very utilitarian in appearance. For this reason there is no objection raised to the proposed partial demolition. As for the remodelling of the elevations and the rebuilding and extension of the upper floors, these changes are considered to greatly improve the overall appearance of the building. With the further revisions now made, such as the use of a more muted textured buff render, as opposed to a starker white render, the scheme should enhance the character and appearance of this part of the Conservation Area.

Planning obligations [S.106 undertaking or agreement]
Although the scheme is technically classified as a major, due to the overall amount of floorspace exceeding 1000sqm; as it has less than 10 residential units and less than 1000sqm of commercial floorspace it falls under the thresholds specified in the Council’s emerging S106 SPD and therefore it is not considered appropriate to seek contributions in connection with this scheme.

Other matters
In respect of the amenity that will be enjoyed within the new flats themselves, the current scheme differs from the last withdrawn application (06-AP-1821) as the rear flats have been reduced in size from two to one bedroom. This has enabled a larger first floor courtyard area to be created between the front and rear flats, and also to create larger private terraces at the very back. To minimise overlooking between these units care has been taken to locate non-habitable rooms only at the front of the rear units. The flats themselves all exceed the Council’s minimum floorspace standards and each has a balcony or private terrace as well as access to the communal terrace on top of the rear flats.

With 6 two bedroom and 2 one bedroom flats the mix of dwellings is compliant with Policy 4.3, and with an overall density (including the commercial element) of 463 habitable rooms per hectare, this falls within the ranges for the Urban Zone stipulated in emerging UDP policy.

The scheme will also provide 10% of its energy needs through the use of solar thermal panels on the roof and other measures such as a sedum roof above the front flats will be used to reduce surface water run-off and heat transmission through to the flats below. A report has been submitted with the application which confirms that a 67% score is achieved against the Building Research Establishment’s EcoHomes criteria, which using the EcoHomes classification is ‘very good’.

Conclusion
This is a brownfield site which comprises an under used and unattractive factory/workshop building. The proposals will create a mixed use scheme on the site with smaller more versatile commercial space retained at ground floor and new residential accommodation introduced on the upper floors. In policy terms a mixed use scheme on this site is acceptable and the provision of new housing accords with
both local and London Plan policy and is also in line with PPS3.

62 The commercial accommodation can be controlled by hours conditions for the first time and given that they will remain in B1 use, should not impact on the flats above or properties adjacent.

63 The residential accommodation has been reduced in scale since the last application and now provides better spacing between the units and more amenity space.

64 The external changes to the building are considered to enhance its appearance within the Conservation Area whilst respecting the prevailing heights of several neighbouring buildings in this part of Gordon Road. At the rear the building will be reduced in scale and with the measures discussed above should lead to less overlooking potential of neighbouring gardens than is presently possible.

65 For these reasons consent for partial demolition is recommended subject to the conditions listed.

COMMUNITY IMPACT STATEMENT

66 In line with the Council's Community Impact Statement the impact of this application has been assessed as part of the application process with regard to local people in respect of their age, disability, faith/religion, gender, race and ethnicity and sexual orientation. Consultation with the community has been undertaken as part of the application process.

a] The impact on local people is set out above.

b] The following issues relevant to particular communities/groups likely to be affected by the proposal have been identified above.

c] The likely adverse or less good implications for any particular communities/groups have been also been discussed above.

SUSTAINABLE DEVELOPMENT IMPLICATIONS

67 The scheme will provide new commercial and residential accommodation on this brownfield site, in accordance with sustainable development objectives.

LEAD OFFICER  David Stewart  Interim Head of Development and Building Control
REPORT AUTHOR  Robert Bristow  Team Leader Development Control [tel. 020 7525 5420]
CASE FILE  TP/2467-138
Papers held at:  Regeneration Department, Council Offices, Chiltern, Portland Street SE17 2ES [tel. 020 7525 5403]

APPENDIX

Neighbour Consultee List for Application Reg. No. 07-AP-0594

<table>
<thead>
<tr>
<th>TP No</th>
<th>App. Type</th>
<th>Site</th>
<th>Conservation Area Consent</th>
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<tbody>
<tr>
<td>TP/2467-138</td>
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<td>130-136 GORDON ROAD, LONDON, SE15 3RJ</td>
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29/05/2007  FIRST FLOOR FLAT 185 CONSORT ROAD LONDON SE15 3RY
29/05/2007  GROUND FLOOR FLAT 185 CONSORT ROAD LONDON SE15 3RY
29/05/2007 219 GORDON ROAD LONDON SE15 3RT
29/05/2007 221 GORDON ROAD LONDON SE15 3RT
29/05/2007 217A GORDON ROAD LONDON SE15 3RT
29/05/2007 5 LINACRE CLOSE LONDON SE15 3RQ
29/05/2007 215 GORDON ROAD LONDON SE15 3RT
29/05/2007 FIRST FLOOR FLAT 197 CONSORT ROAD LONDON SE15 3RY
29/05/2007 GROUND FLOOR FLAT 197 CONSORT ROAD LONDON SE15 3RY
29/05/2007 NUNHEAD LIBRARY GORDON ROAD LONDON SE15 3RW
29/05/2007 15 NUNHEAD GREEN LONDON SE15 3OQ
29/05/2007 9 Buchan Road Nunhead London SE15 3HQ
This document shows the case officer's recommended decision for the application referred to below.
This document is not a decision notice for this application.

Applicant: Hatcham (Gordon) Ltd
Reg. Number: 07-AP-0594
Application Type: Conservation Area Consent
Recommendation: Grant
Case Number: TP/2467-138

Draft of Decision Notice

Conservation Area Consent was GIVEN to demolish the following:
Partial demolition of existing buildings to facilitate scheme proposed under ref 07-AP-0592.

At: 130-136 GORDON ROAD, LONDON, SE15 3RJ

In accordance with application received on 12/03/2007

and Applicant's Drawing Nos. No plans submitted (see plans submitted with 07-AP-0592)

Subject to the following conditions:
1. The development hereby permitted shall be begun before the end of three years from the date of this permission.

Reason:
As required under Section 18 of the Planning (Listed Buildings & Conservation Areas) Act 1990 as amended.

Reasons for granting planning permission.

This planning application was considered with regard to various policies including, but not exclusively:

a] Policy 3.16 of the emerging Southwark Unitary Development Plan [March 2007].
b] Policy E.4.2 of The Southwark Unitary Development Plan 1995
c] Policy 4B.7 of the London Plan [2004].

Planning permission was granted as there are no, or insufficient, grounds to withhold consent on the basis of the policies considered and other material planning considerations.