

# Planning Committee

Tuesday 1 July 2014

7.00 pm

Ground Floor Meeting Room G01A - 160 Tooley Street, London  
SE1 2QH

## Supplemental Agenda No. 1

### List of Contents

Item No.	Title	Page No.
6.	<b>Development Management</b>	1 - 5
6.1.	<b>OCTAVIA HOUSE, 235-241 UNION STREET, LONDON SE1 0LR</b>	6 - 65
6.2.	<b>FORMER SURREY DOCKS STADIUM, SALTER ROAD, ROTHERHITHE, LONDON SE16</b>	66 - 130
6.3.	<b>ST PAUL'S RECREATION GROUND, SALTER ROAD, LONDON SE16</b>	131 - 178
6.4.	<b>1, 3-5. 7-19 VALENTINE PLACE AND 21, 27-31 WEBBER STREET, LONDON SE1 8QH</b>	179 - 234

**Note** The committee is asked to consider the above listed items at its meeting on 1 July 2014. The summons for this meeting was published on 23 June 2014. Due to administrative problems, this supplemental agenda is published on 24 June 2014.

Applications for planning permission are required by statute to be considered as speedily as possible. Notice of the applications which are due to be considered at this meeting has been publicised on the summons. Applicants and objectors have been invited to attend the meeting to make their views known. Deferral would delay consideration of the applications.

#### **Contact**

Sarah Koniarski on 020 7525 5824 or email: [sarah.koniarski@southwark.gov.uk](mailto:sarah.koniarski@southwark.gov.uk)  
Webpage: <http://www.southwark.gov.uk>

Date: 24 June 2014

<b>Item No.</b> 6.	<b>Classification:</b> Open	<b>Date:</b> 23 June 2014	<b>Meeting Name:</b> Planning Committee
<b>Report title:</b>		Development Management	
<b>Ward(s) or groups affected:</b>		All	
<b>From:</b>		Proper Constitutional Officer	

### RECOMMENDATIONS

1. That the determination of planning applications, or formal observations and comments, the instigation of enforcement action and the receipt of the reports included in the attached items be considered.
2. That the decisions made on the planning applications be subject to the conditions and/or made for the reasons set out in the attached reports unless otherwise stated.
3. That where reasons for decisions or conditions are not included or not as included in the reports relating to an individual item, they be clearly specified.

### BACKGROUND INFORMATION

4. The council's powers to consider planning business are detailed in Part 3F which describes the role and functions of the planning committee and planning sub-committees. These were agreed by the annual meeting of the council on 23 May 2012. The matters reserved to the planning committee and planning sub-committees exercising planning functions are described in part 3F of the Southwark Council constitution.

### KEY ISSUES FOR CONSIDERATION

5. In respect of the attached planning committee items members are asked, where appropriate:
  - a. To determine those applications in respect of site(s) within the borough, subject where applicable, to the consent of the Secretary of State for Communities and Local Government and any directions made by the Mayor of London.
  - b. To give observations on applications in respect of which the council is not the planning authority in planning matters but which relate to site(s) within the borough, or where the site(s) is outside the borough but may affect the amenity of residents within the borough.
  - c. To receive for information any reports on the previous determination of applications, current activities on site, or other information relating to specific planning applications requested by members.

6. Each of the following items are preceded by a map showing the location of the land/property to which the report relates. Following the report, there is a draft decision notice detailing the officer's recommendation indicating approval or refusal. Where a refusal is recommended the draft decision notice will detail the reasons for such refusal.
7. Applicants have the right to appeal to Planning Inspector against a refusal of planning permission and against any condition imposed as part of permission. Costs are incurred in presenting the council's case at appeal which maybe substantial if the matter is dealt with at a public inquiry.
8. The sanctioning of enforcement action can also involve costs such as process serving, court costs and of legal representation.
9. Where either party is felt to have acted unreasonably in an appeal the inspector can make an award of costs against the offending party.
10. All legal/counsel fees and costs as well as awards of costs against the council are borne by the budget of the relevant department.

#### **Community impact statement**

11. Community impact considerations are contained within each item.

#### **SUPPLEMENTARY ADVICE FROM OTHER OFFICERS**

##### **Director of Legal Services**

12. A resolution to grant planning permission shall mean that the development & building control manager is authorised to grant planning permission. The resolution does not itself constitute the permission and only the formal document authorised by the committee and issued under the signature of the head of development management shall constitute a planning permission. Any additional conditions required by the committee will be recorded in the minutes and the final planning permission issued will reflect the requirements of the planning committee.
13. A resolution to grant planning permission subject to legal agreement shall mean that the head of development management is authorised to issue a planning permission subject to the applicant and any other necessary party entering into a written agreement in a form of words prepared by the director of legal services, and which is satisfactory to the head of development management. Developers meet the council's legal costs of such agreements. Such an agreement shall be entered into under section 106 of the Town and Country Planning Act 1990 or under another appropriate enactment as shall be determined by the director of legal services. The planning permission will not be issued unless such an agreement is completed.
14. Section 70 of the Town and Country Planning Act 1990 as amended requires the council to have regard to the provisions of the development plan, so far as material to the application, and to any other material considerations when dealing with applications for planning permission. Where there is any conflict with any policy contained in the development plan, the conflict must be resolved in favour of the policy which is

contained in the last document to be adopted, approved or published, as the case may be (s38(5) Planning and Compulsory Purchase Act 2004).

15. Section 38(6) of the Planning and Compulsory Purchase Act 2004 provides that where, in making any determination under the planning Acts, regard is to be had to the development plan, the determination shall be made in accordance with the plan unless material considerations indicate otherwise. The development plan is currently Southwark's Core Strategy adopted by the council in April 2011, saved policies contained in the Southwark Plan 2007, and the 2011 London Plan. Where there is any conflict with any policy contained in the development plan, the conflict must be resolved in favour of the policy which is contained in the last document to be adopted, approved or published, as the case may be (s38(5) Planning and Compulsory Purchase Act 2004).
16. On 15 January 2012 section 143 of the Localism Act 2011 came into force which provides that local finance considerations (such as government grants and other financial assistance such as New Homes Bonus) and monies received through CIL (including the Mayoral CIL) are a material consideration to be taken into account in the determination of planning applications in England. However, the weight to be attached to such matters remains a matter for the decision-maker.
17. "Regulation 122 of the Community Infrastructure Levy regulations (CIL) 2010, provides that "a planning obligation may only constitute a reason for granting planning permission if the obligation is:
  - a. necessary to make the development acceptable in planning terms;
  - b. directly related to the development; and
  - c. fairly and reasonably related to the scale and kind to the development.

A planning obligation may only constitute a reason for granting planning permission if it complies with the above statutory tests."

18. The obligation must also be such as a reasonable planning authority, duly appreciating its statutory duties can properly impose, i.e. it must not be so unreasonable that no reasonable authority could have imposed it. Before resolving to grant planning permission subject to a legal agreement members should therefore satisfy themselves that the subject matter of the proposed agreement will meet these tests.
19. The National Planning Policy Framework (NPPF) came into force on 27 March 2012. The NPPF replaced Due weight should be given to relevant development plan policies according to their degree of consistency with the NPPF. The approach to be taken is that the closer the policies are to the policies in the NPPF, the greater the weight that may be given.



**BACKGROUND DOCUMENTS**

<b>Background Papers</b>	<b>Held At</b>	<b>Contact</b>
Council assembly agenda 23 May 2012	Constitutional Team 160 Tooley Street London SE1 2QH	Sarah Koniarski 020 7525 5824
Each planning committee item has a separate planning case file	Development Management, 160 Tooley Street, London SE1 2QH	The named case officer as listed or Gary Rice 020 7525 5437

**APPENDICES**

<b>No.</b>	<b>Title</b>
None	

**AUDIT TRAIL**

<b>Lead Officer</b>	Ian Millichap, Constitutional Manager	
<b>Report Author</b>	Kenny Uzodike, Constitutional Officer Jonathan Gorst, Head of Regeneration and Development	
<b>Version</b>	Final	
<b>Dated</b>	June 2014	
<b>Key Decision</b>	No	
<b>CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER</b>		
<b>Officer Title</b>	<b>Comments sought</b>	<b>Comments included</b>
Director of Legal Services	Yes	Yes
Head of Development Management	No	No
<b>Cabinet Member</b>	No	No
<b>Date final report sent to Constitutional Team</b>		June 2014

**Applications to be Determined by the Planning Committee  
on Tuesday 01 July 2014**

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**Appl. Type** Full Planning Permission  
**Site** OCTAVIA HOUSE, 235-241 UNION STREET, LONDON, SE1 0LR

**Reg. No.** 13-AP-3815  
**TP No.** TP/1474-235  
**Ward** Cathedrals  
**Officer** Daniel Davies

**Recommendation** GRANT SUBJECT TO LEGAL AGREEMENT AND GLA  
**Proposal**

## Item 6.1

Redevelopment of 235-241 Union Street (Octavia House), including garages and substation to the rear and adjoining Network Rail land to provide a 14 storey building (max. building height 44.2m AOD) for the London Centre of Contemporary Music at basement, ground, first, second, third and fourth floors (Use Class D1), a ground floor cafe (Class A3), and 55 residential units (Class C3) across the fifth to fourteenth floors including associated cycle parking, one on-site car parking space; re-provision of 8 garages and landscaped public realm.

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**Appl. Type** Full Planning Permission  
**Site** FORMER SURREY DOCKS STADIUM AND DEPOT ADJACENT TO STADIUM, SALTER ROAD, ROTHERHITHE, LONDON, SE16

**Reg. No.** 14-AP-0309  
**TP No.** TP/536-1  
**Ward** Surrey Docks  
**Officer** Victoria Lewis

**Recommendation** GRANT SUBJECT TO LEGAL AGREEMENT  
**Proposal**

## Item 6.2

Redevelopment of the former Surrey Docks Stadium and land adjoining comprising demolition of existing buildings and erection of 103 residential dwellings (Use Class C3) in a series of buildings up to 4-storeys high, associated car parking and cycle parking, alterations to the existing vehicular access, enhancement to existing open space, associated landscaping, new pedestrian access/egress, and the creation of a new public park with associated works.

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**Appl. Type** Full Planning Permission  
**Site** ST PAUL'S RECREATION GROUND, SALTER ROAD, LONDON, SE16

**Reg. No.** 14-AP-0310  
**TP No.** TP/536-C  
**Ward** Surrey Docks  
**Officer** Victoria Lewis

**Recommendation** GRANT PERMISSION  
**Proposal**

## Item 6.3

Refurbishment of St Paul's Recreation Ground (Use Class D2) to include replacement and enlargement of the existing artificial playing surface; erection of a new single storey clubhouse and changing rooms; construction of two covered spectators stands with seating and standing areas, plus open spectator standing areas, two turnstile entrances from Salter Road, vehicular and cycle parking, new vehicular access onto Salter Road and boundary fencing.

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**Appl. Type** Full Planning Permission  
**Site** 1, 3-5, 7-19 VALENTINE PLACE AND 21, 27-31 WEBBER STREET, LONDON, SE1 8QH

**Reg. No.** 13-AP-3791  
**TP No.** TP/1390-102  
**Ward** Cathedrals  
**Officer** Terence McLellan

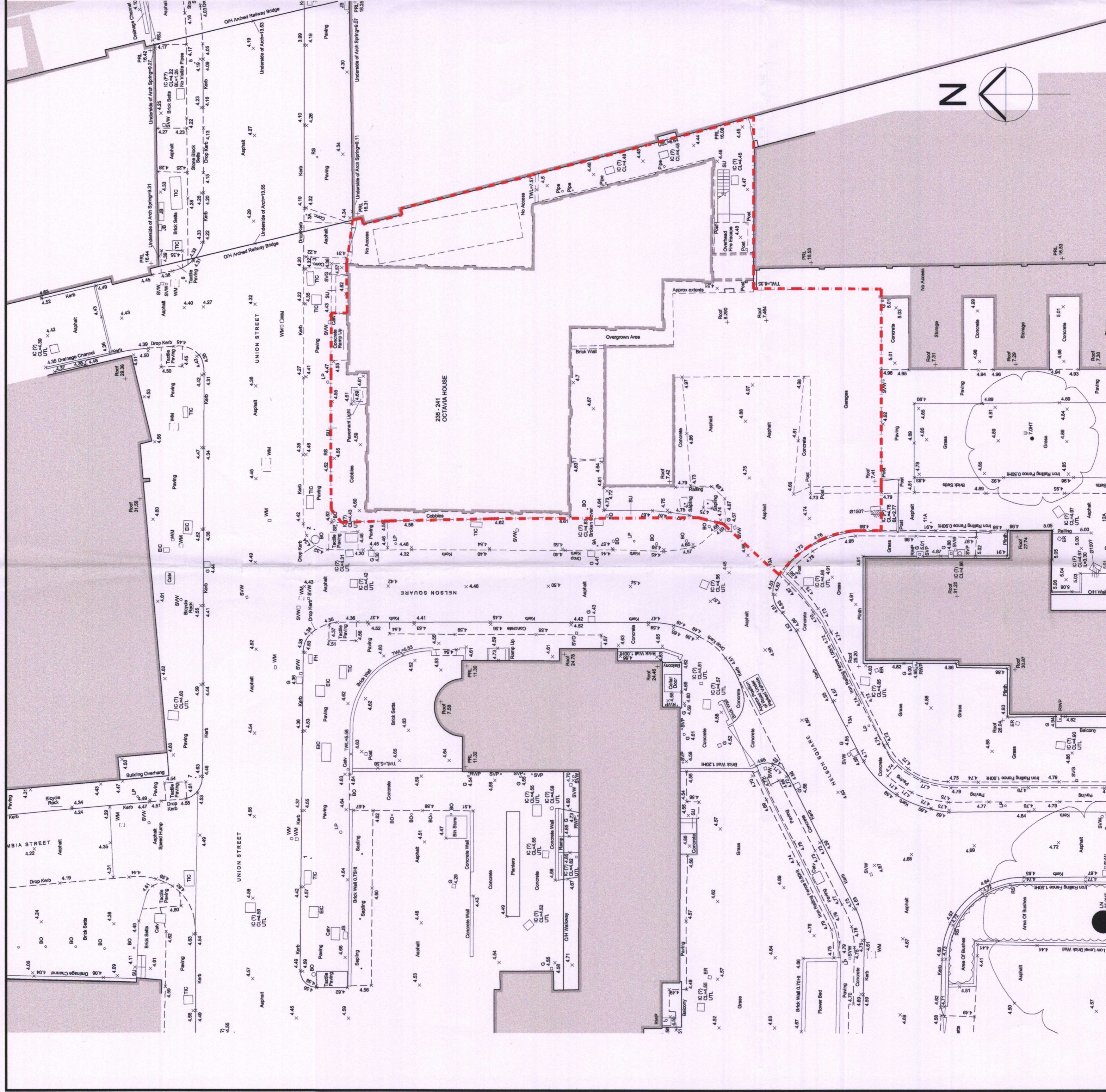
**Recommendation** GRANT SUBJECT TO LEGAL AGREEMENT  
**Proposal**

## Item 6.4

Demolition of 1, 3-5 Valentine Place and 27-31 Webber Street and part demolition of 7-19 Valentine Place and 21 Webber Street (facades retained). Redevelopment of the site to provide 62 residential units (max 7 storeys), 3854sqm Class B1 (business) and 138sqm A1/A3 (retail and food and drink) floorspace, together with landscaping and car parking.

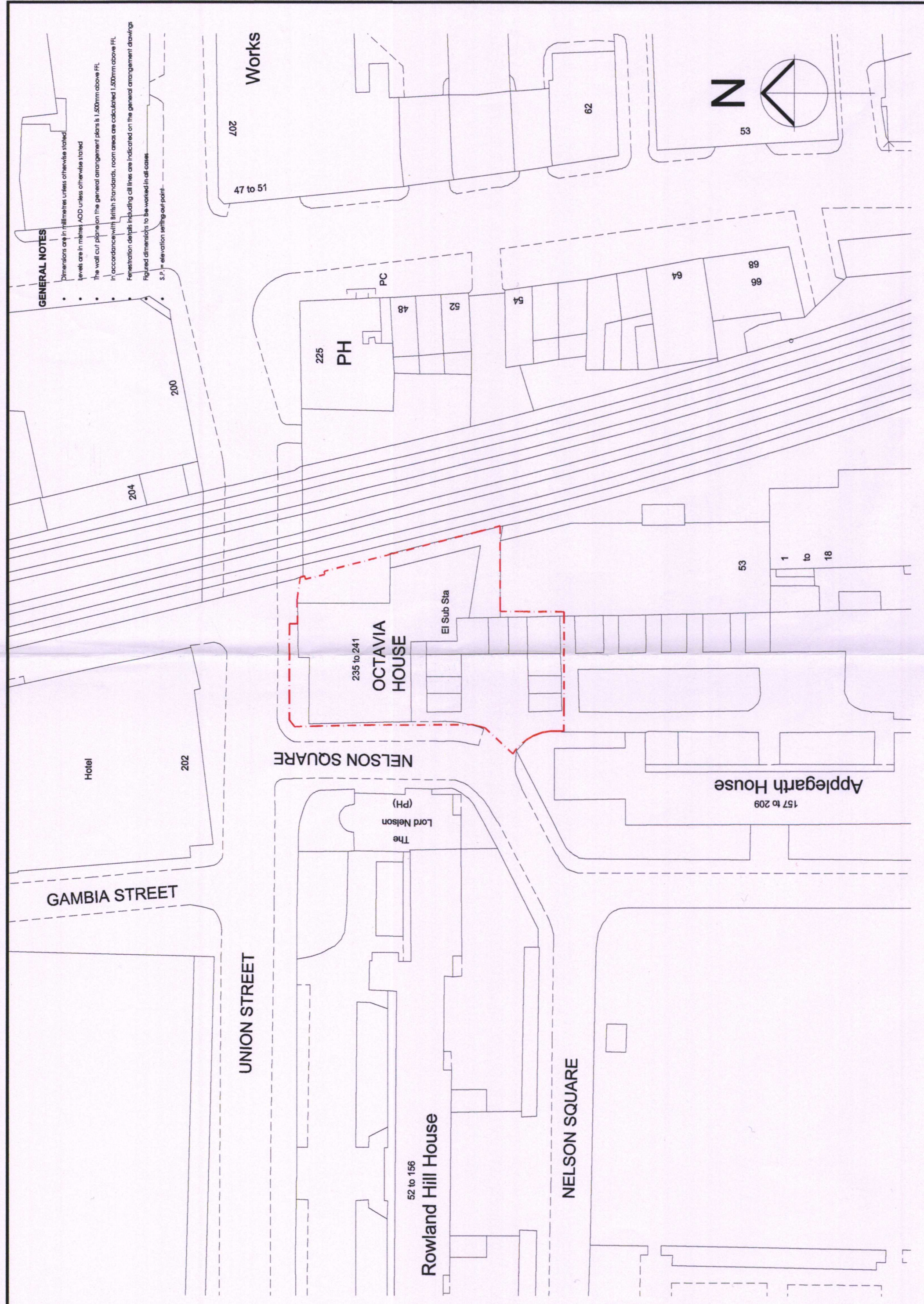
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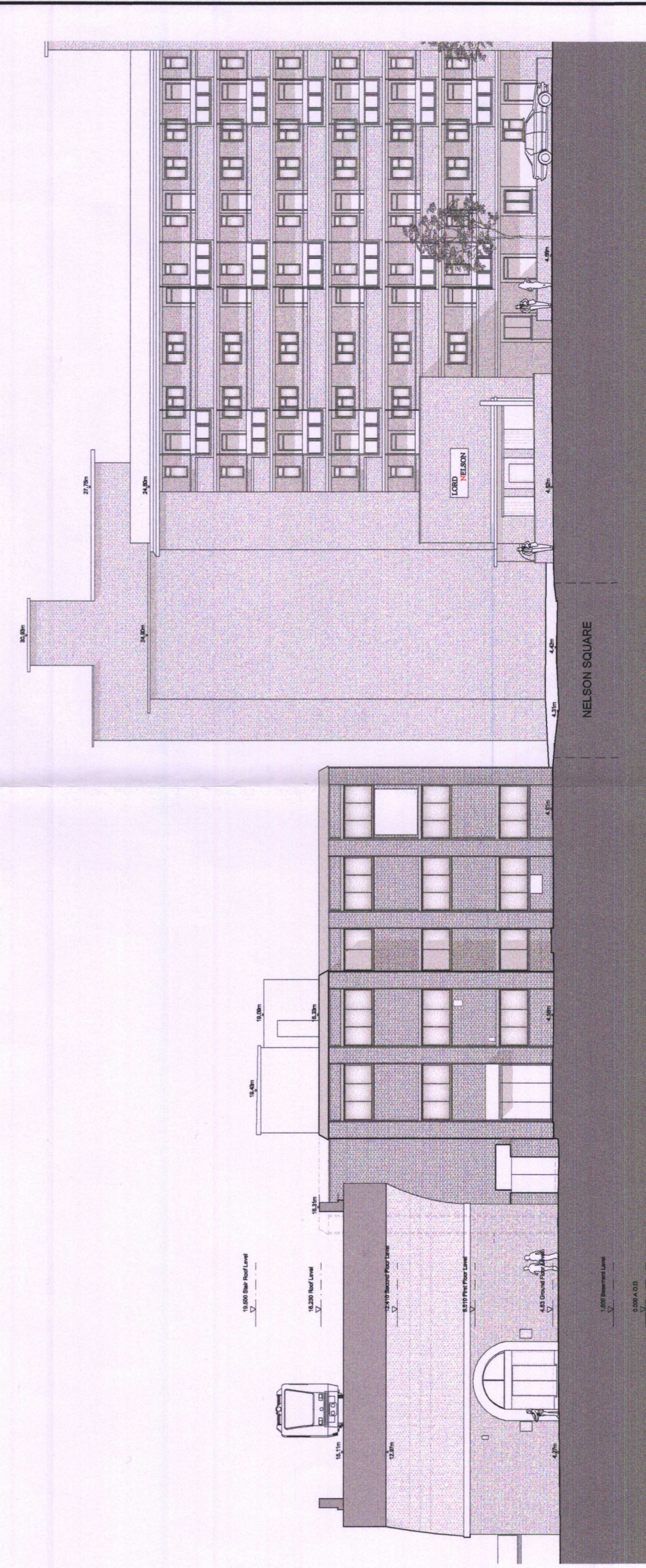


**S1**  
EXISTING SURVEY PLAN  
SCALE 1:200

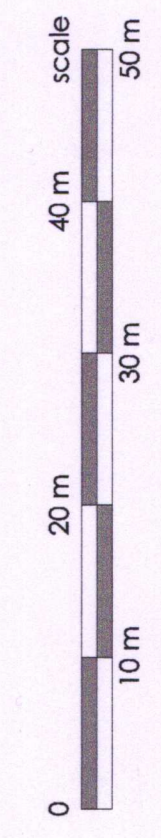
KEY:  
--- SITE BOUNDARY



**S2**  
SITE PLAN  
SCALE 1:500



**S3**  
EXISTING NORTH ELEVATION (UNION STREET)  
SCALE 1:200



**GENERAL NOTES**

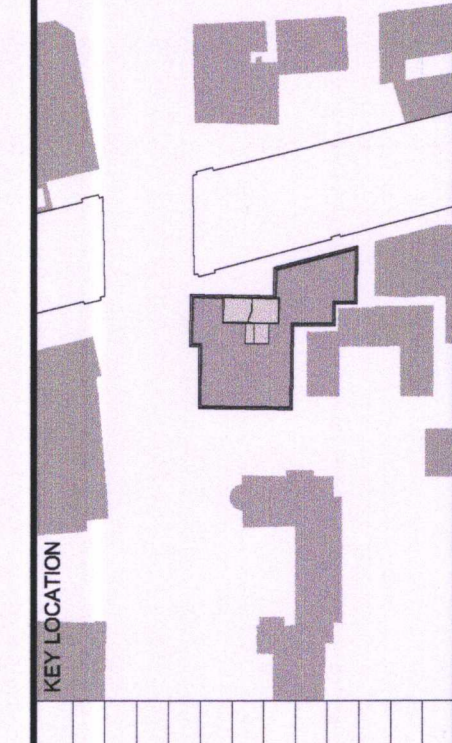
- 1. The site is bounded by Nelson Square to the north, Gambia Street to the west, Union Street to the east, and Nelson Square to the south.
- 2. The site is bounded by Nelson Square to the north, Gambia Street to the west, Union Street to the east, and Nelson Square to the south.
- 3. The site is bounded by Nelson Square to the north, Gambia Street to the west, Union Street to the east, and Nelson Square to the south.
- 4. The site is bounded by Nelson Square to the north, Gambia Street to the west, Union Street to the east, and Nelson Square to the south.
- 5. The site is bounded by Nelson Square to the north, Gambia Street to the west, Union Street to the east, and Nelson Square to the south.

REVISIONS	Rev By	Description	Date	Rev By	Description	Date	Rev By	Description	Date
25/10/13	P1	AD PLANNING SUBMISSION LB.SOUTHAWK							

Job Title: <b>235-241 UNION STREET, LONDON SE1</b>	
Drawing Title: <b>EXISTING SITE PLAN</b>	
Scale (at A1): 1:500/200	Date: 10.01.2012
Checked: TDM	Drawn: AD
Client: <b>LONDON CENTRE OF CONTEMPORARY MUSIC</b> In-association with SHERWOOD PROPERTY HOLDINGS LIMITED & TAYLOR WIMPEY CENTRAL LONDON	
Rev: <b>1125</b>	Rev: <b>US-E-00-OS-01-01</b>
Project: <b>PLANNING</b>	

**SPPARC**  
ARCHITECTURE  
20 GOLDEN SQUARE  
LONDON W1F 9JL  
T +44 (0) 20 7334 9900  
F +44 (0) 20 7334 9900  
W www.spparc.co.uk



SITE LAYOUT





VIEW FROM VAUGHAN HOUSE ROOF LOOKING NORTH EAST

<b>Item No.</b> 6.1	<b>Classification:</b> Open	<b>Date:</b> 1 July 2014	<b>Meeting Name:</b> Planning Committee
<b>Report title:</b>	<b>Development Management planning application:</b> Application 13/AP/3815 for: Full Planning Permission  <b>Address:</b> OCTAVIA HOUSE, 235-241 UNION STREET, LONDON SE1 0LR  <b>Proposal:</b> Redevelopment of 235-241 Union Street (Octavia House), including garages and substation to the rear and adjoining Network Rail land to provide a 14 storey building (max. building height 44.2m AOD) for the London Centre of Contemporary Music at basement, ground, first, second, third and fourth floors (Use Class D1), a ground floor cafe (Class A3), and 55 residential units (Class C3) across the fifth to fourteenth floors including associated cycle parking, one on-site car parking space; re-provision of eight garages and landscaped public realm.		
<b>Ward(s) or groups affected:</b>	Cathedrals		
<b>From:</b>	Head of Development Management		
<b>Application Start Date</b> 14/11/2013		<b>Application Expiry Date</b> 13/02/2014	
<b>Earliest Decision Date</b> 12/01/2014		<b>PPA Date</b> 30/08/2014	

## RECOMMENDATION

1. That members resolve to grant planning permission subject to a satisfactory legal agreement, planning conditions and referral to the Mayor of London (GLA).
2. In the event that the legal agreement is not entered into by 29 August 2014, that members authorise the Head of Development Management to refuse planning permission, if appropriate, for the reasons set out in paragraph 190 of this report.

## BACKGROUND

### Site location and description

3. The application site, measuring 0.09ha, is on the south side Union Street and bounded by railway arches to east near the junction with Great Suffolk Street, Nelson Square to the south and west and Union Street to the north.
4. The site is occupied by a three storey building known as Octavia House. The building is currently vacant but until recently was occupied by the London Centre for Contemporary Music (LCCM) within the basement and ground floor. The upper floors were occupied by an Artists Studio Company who let out floor space for use as creative studios (Class B1). To the rear of the site are eight single storey garages and land in ownership by Network Rail adjoining the railway viaduct.

5. The surrounding context has a mixed use character consisting of various commercial buildings and residential buildings, some of which are large scale in nature. The south side of Union Street varies in scale with the Nelson Square residential buildings being the most dominant. To the west lies the Lord Nelson Public House a single/two storey building which adjoins Rowland Hill House which is a part seven storey part nine storey block of residential flats. The block is one of four similar sized blocks arranged around a central open space, Nelson Square Gardens, to the south-west of the site.
6. To the north of the site there is an eight storey hotel (Travel Lodge) and north west, the Palestra office development which is 12 storeys or 56 metres in height. Union Street has a number of cultural buildings, including Jerwood Space to the east and is one of the main access routes to the Tate Gallery from Southwark tube station which is identified by the distinctive orange coloured lamp posts and the Legible London sign posts.
7. In terms of policy designations, the site is within the Central Activities Zone, Bankside and Borough District Town Centre, Bankside Borough and London Bridge Opportunity area and an Air Quality Management Area. Southwark Underground is located about 170m to the west of the site and Waterloo East and Waterloo terminus railway station a distance of approximately 550m away.

### **Details of proposal**

8. Full planning permission is sought to erect a 14 storey building for the London Centre of Contemporary Music at basement, ground, first, second, third and fourth floors (Use Class D1), a ground floor cafe (Class A3), and 55 residential units (Class C3) across the fifth to fourteenth floors including associated cycle parking, one on-site car parking space; re-provision of eight garages and landscaped public realm.

#### London Centre for Contemporary Music (LCCM)

9. The LCCM is an independent education institution for popular music. It attracts talented student musicians who intend to enter the music industry and focuses on equipping graduates with the necessary skills to sustain careers in this field. The LCCM is reported to be one of two comparable facilities' in the World of which the other is the Berkeley College of Music in Boston, Massachusetts that offers curriculum in music and liberal arts. This development will provide LCCM with more floorspace allowing the institution to increase its student population from 240 to 500 students and full-time staff from 12 to 25 and up to 12 extra freelance and part time staff.
10. The development will provide the LCCM with a basement plus four floors above that will be built to a shell and core specification. The facilities will include:
  - A multi-functional venue in the basement that can be used as a performance space, two performance rooms for live band rehearsals
  - A further five rehearsal rooms
  - 14 practice booths for drum, guitar, saxophone, bass and vocal practice
  - Three recording studios
  - Eight classrooms for general teaching including instrument practice
  - Three computer rooms
  - A study room
  - Four audio-visual rooms
  - Two piano rooms
  - A library
  - Office space for management, education and admissions staff
  - An assessment room
  - A private meeting room

- A tutors room, maintenance room and communications rooms
  - A filming studio
11. In addition to the LCCM, it is also proposed that the National Jazz Youth Orchestra (NYJO) will relocate to the new building. The NYJO is one of Britain's longest-running ensembles for young people under 25 playing big-band jazz. The orchestra offers aspiring young musicians the opportunity to rehearse, write and gain experience in live performance. NYJO is currently based in Westminster.
  12. The main access to the LCCM will be on Union Street via a double height glazed entrance and ground floor cafe. The basement and upper floors within the building are accessed via either one of two lifts within this part of the building or an internal staircase.
  13. Secure parking for 30 cycles will be provided on-site at ground floor level which is accessed via garages to the rear of the site off Nelson Square. Refuse and recycling storage will also be provided at ground floor level.

#### Residential accommodation

14. All of the proposed new dwellings will be provided between floor 5 up through to floor fourteen. An assessment of the quality of accommodation and level of private amenity space is provided later in this report. An overview of the tenure of accommodation is provided below.

	Private (Units)	Affordable Rent (Units)	Shared Ownership (Units)	Social rent (Units)	Total (Units)
<b>1 bedroom</b>	8	2	2	0	12 (22%)
<b>2 bedroom</b>	22	4	4	0	30 (54%)
<b>3 bedroom</b>	11	0	1	1	13 (24%)
<b>Total</b>	41	6	7	1	55 (100%)

15. Separate entrances will be provided to access the private and affordable residential accommodation, both of which will be on Union Street. These dwellings will be served by a total of three lifts and a central escape staircase.
16. Private amenity space is provided for all units in the form of winter gardens. The winter gardens are enclosed terraces which join onto the apartments living and primary bedroom areas. Each winter garden has a full height openable perforated screen which provides natural ventilation.
17. Secure parking for 70 bicycles will be provided within the basement mezzanine for the residential units. The parking in this space will be shared between the occupiers and visitors of both the market and affordable residential units and bike storage areas will be monitored by CCTV. Refuse and recycling storage will be provided at ground floor level adjacent to the LCCM refuse and recycling storage space. One wheelchair accessible parking space will be provided as well as the re-provision of eight garages.

#### Amendments

18. Alterations have been made to submitted documents since submission. The main changes that have resulted are revisions to the internal layout of the proposed wheelchair accessible accommodation.

## Planning history

19. 14/AP/1013 – Prior approval for demolition of existing three storey building (plus basement) including garages to the rear to facilitate redevelopment of the site. This was granted on 7 February 2014.
20. 11-AP-3506 - Renewal of planning permission reference: 09-AP-0489 dated 2 July 2009 for: Redevelopment of the site to create a part four, part six, part seven and part nine storey building (being predominantly nine storey) containing nine residential units (comprised of three x two bed, five x three bed and one x four bed units) and 2440sqm of commercial floor space of which 286sqm is in retail or financial or professional services uses (Class A1/A2) and 2154sqm is in office use (Class B1)'. This was granted on 9 July 2012.
21. 09/AP/0489 – Redevelopment of the site to create a part four, part six, part seven, part nine storey building containing nine residential units and 2,440sqm of commercial floorspace. (28sqm retail (Class A1) and 2154sqm office (Class B1) This was granted on 2 July 2009.

## Planning history of adjoining sites

### Palestra building

22. 9901497 - Redevelopment to provide new office building on basement, ground and 11 upper floors and part open area ground floor area and 295sq.m of retail space; associated landscaping; basement parking; servicing and two accesses onto Gambia Street at 197 Blackfriars Road. This was granted on 27 July 2001.

### Travelodge

23. 05-AP-0673 - Erection of a eight storey building for hotel use with retail or restaurant (classes A1/A3) use on the ground floor at 202-206 Union Street and adjoining vacant land. This was granted on 2 October 2006.

### 54-58 Great Suffolk Street

24. 12-AP-3706 Planning permission granted for Change of use of land to the rear of 54-58 Great Suffolk Street from land ancillary to the railway arch units (within B class) to private amenity space associated with the proposed residential development of 54-58 Great Suffolk Street (pursuant to permission LBS Reg 11/AP/3600 dated 29/12/2011 for Demolition of existing buildings and redevelopment with a four storey (plus basement) to provide seven residential units (1 x one bed, 5 x two bed and 1 x 3 bed apartments) and 139sqm of office floorspace at basement level). This was granted on 1 February 2013.

## KEY ISSUES FOR CONSIDERATION

### Summary of main issues

25. The main issues to be considered in respect of this application are:
  - Principle of development, including land uses
  - Density
  - Design matters
  - Housing mix and quality of accommodation
  - Affordable Housing
  - Existing and future residential amenity
  - Transport impacts
  - Planning obligations (S.106 undertaking or agreement)



- Mayoral Community Infrastructure levy
- Sustainable development implications
- Flood risk
- Other matters

### **Planning policy**

#### National Planning Policy Framework (NPPF)

26. The NPPF came into effect on 27 March 2012 and is a material planning consideration. The document is applicable in its entirety, but the most relevant sections are:

Section 1 - Building a strong competitive economy

Section 4 - Promoting sustainable development

Section 6 - Delivering a wide choice of good quality homes

Section 7 - Requiring good design

Section 10 - Meeting the challenge of climate change, flooding and coastal change

#### The Development Plan

27. The development plan for the borough comprises the London Plan July 2011 consolidated with revised early minor alterations October 2013, the Southwark Core Strategy 2011 and Saved Policies from the Southwark Plan 2007.

#### London Plan July 2011 consolidated with revised early minor alterations October 2013

28. Policy 2.10 – Central Activities Zone  
 Policy 2.13 – Opportunity Area and Intensification Areas  
 Policy 3.1 – Ensuring Equal Life Chances For All  
 Policy 3.2 – Improving Health And Addressing Health Inequalities  
 Policy 3.3 – Increasing Housing Supply  
 Policy 3.4 – Optimising Housing Potential  
 Policy 3.5 – Quality and design of housing developments  
 Policy 3.6 – Children and young people’s play and informal recreation facilities  
 Policy 3.8 – Housing choice  
 Policy 3.9 – Mixed and balanced communities  
 Policy 3.12 – Negotiating affordable housing  
 Policy 3.18 – Education facilities  
 Policy 5.1 – Climate change mitigation  
 Policy 5.2 – Minimising carbon dioxide emissions  
 Policy 5.7 – Renewable energy  
 Policy 5.11 – Green roofs and development site environs  
 Policy 6.4 – Enhancing London’s transport connectivity  
 Policy 6.10 – Walking  
 Policy 6.13 – Parking  
 Policy 7.1 – Building London’s neighbourhoods and communities  
 Policy 7.2 – An inclusive environment  
 Policy 7.3 – Designing out crime  
 Policy 7.4 – Local character  
 Policy 7.5 – Public realm  
 Policy 7.6 – Architecture  
 Policy 7.7 – Location and design of tall and large buildings

#### Core Strategy 2011

29. Strategic Policy 1 – Sustainable development  
 Strategic Policy 2 – Sustainable transport  
 Strategic Policy 4 – Places to learn and enjoy  
 Strategic Policy 5 – Providing new homes  
 Strategic Policy 6 – Homes for people on different incomes

Strategic Policy 7 – Family homes  
 Strategic Policy 10 – Jobs and Businesses  
 Strategic Policy 12 – Design and conservation  
 Strategic Policy 13 – High environmental standards

Southwark Plan 2007 (July) - saved policies

30. The Council's cabinet on 19 March 2013, as required by para 215 of the NPPF, considered the issue of compliance of Southwark Planning Policy with the National Planning Policy Framework. All policies and proposals were reviewed and the Council satisfied itself that the policies and proposals in use were in conformity with the NPPF. The resolution was that with the exception of Policy 1.8 (location of retail outside town centres) in the Southwark Plan all Southwark Plan policies are saved. Therefore due weight should be given to relevant policies in existing plans in accordance to their degree of consistency with the NPPF.
31. The site lies within the Borough and Bankside District Town Centre, the Central Activities Zone, the Air Quality Management Area and the Bankside, Borough and London Bridge Opportunity Area and has a public transport accessibility rating of six.

Saved Policies

32. Policy 1.1 – Access to employment opportunities;  
 Policy 2.2 – Provision of new community facilities;  
 Policy 2.3 – Enhancement of educational establishments;  
 Policy 2.5 – Planning obligations;  
 Policy 3.1 – Environmental effects;  
 Policy 3.2 – Protection of amenity;  
 Policy 3.3 – Sustainability assessment;  
 Policy 3.4 – Energy efficiency;  
 Policy 3.12 – Quality in design;  
 Policy 3.13 – Urban design;  
 Policy 3.14 – Designing out crime;  
 Policy 3.19 – Archaeology;  
 Policy 3.20 – Tall buildings  
 Policy 4.2 – Density of residential development;  
 Policy 4.2 – Quality of residential accommodation;  
 Policy 4.4 – Affordable housing;  
 Policy 5.2 – Transport Impacts;  
 Policy 5.3 – Walking and Cycling;  
 Policy 5.6 – Car parking

Supplementary Planning Documents

33. Residential Design Standards SPD 2011  
 Affordable Housing SPD 2008  
 Draft Affordable Housing SPD 2011  
 Sustainable Design and Construction SPD 2009  
 S.106 Planning Obligations SPD 2007  
 Draft S106 Planning Obligations SPD 2014  
 Draft Bankside Borough and London Bridge SPD  
 Blackfriars Road SPD 2014

**Principle of development**

34. The NPPF promotes sustainable development which means improving the built and natural environment whilst creating jobs, improving the design and function of places and providing a wide choice of good quality homes. This site is within the central activities zone, an opportunity area, a town centre and Blackfriars road area where a mix of uses and intensification is encouraged.

35. Octavia House was constructed in 1984, is clad in red brick and has a flat roof. The L-shaped building comprises a basement, ground and two upper floors. The property does not benefit from a lift and has a single stairway and so is limited in term of its accessibility for users. The building has neither architectural or historic interest and therefore redevelopment of the site provides an opportunity to provide a high quality building which optimises the use of a brownfield site in a highly accessible location.
36. The land uses proposed are considered appropriate under policies for the central activities zone, town centres and opportunities areas. The provision of the LCCM is also considered to support the objectives of the strategic cultural area, the boundary of which lies to the north of the site on Union street.

#### Loss of floor space in B Class use

37. The lawful use of the existing building is for office space (Class B1) which this scheme does not seek to re-provide. In accordance with Strategic Policy 10 and saved policy 1.4 that the net loss of floorspace with a Class B1 use will not be permitted unless:
- a) The applicant can demonstrate convincing attempts to dispose of the premises; either for continued B Class use, or for mixed uses, involving B Class, including redevelopment, over a period of 24 months, have been successful; or
  - b) the site or buildings would be unsuitable for re-use or redevelopment for B Class use or mixed uses including B Class use, having regard to physical or environmental constraints; or
  - c) The site is located within a town or local centre, in which case in accordance with saved policy 1.7, suitable Class A or other town centre uses will be permitted in place of Class B uses. Where an increase in floorspace is proposed, the additional floor space may be used for suitable mixed or residential use.
38. As the site is within a Town Centre, and seeks to provide a mix of town centre uses the loss of B class floor space would be acceptable in accordance with the saved policy 1.4. The surrounding area is currently being transformed by a series of new developments and this site has been identified as having the potential to positively support the vision for Blackfriars Road. This scheme will support those land use objectives by contributing towards the delivery of new homes and supporting the achievement of educational potential through the LCCM. In terms of land use, the principle of the scheme can be supported and would be in accordance with objectives for the central activities zone, the core strategy and the Blackfriars road SPD (2014). It will add the vitality of the wider strategic cultural area by bringing this vacant site back into productive use and enhancing arts-orientated education provision.

#### Density

39. Core Strategy Strategic Policy 5 sets out a density range of 650-1100 habitable rooms per hectare (hr/ha) within the Central Activities Zone. Densities may be exceeded in opportunity areas where developments are of an exemplary standard of design. Officers have calculated the density of the scheme to be 3023 hr/ha based on the methodology set out in Southwark's Residential Design Standards SPD (2011). As such, the density of the scheme will exceed the prescribed range for new development in this part of the borough by a significant margin.
40. Density provides a numerical measure of the intensity of development and an indication of whether the scale of development is likely to be appropriate in different parts of the borough. A density above the expected range would not, in itself, necessarily lead to a conclusion that a scheme should be judged unacceptable. However, it would indicate that the impacts of a scheme, on the character of a local

area, neighbouring properties and quality of the accommodation being provided, should be carefully examined. In cases where such impacts are found to be acceptable, it is not considered that density alone should be of overriding concern sufficient to warrant refusal of planning permission. Where a development exceeds the prescribed density range it is required to achieve a high standard of architectural design in accordance with the Residential Design Standards Document SPD. This is discussed further under the design and quality of accommodation section of this report.

#### Affordable Housing

41. London Plan Policy 3.8 requires new developments to offer a range of housing choices and the provision of affordable family housing. London Plan Policy 3.12 requires the maximum reasonable amount of affordable housing to be provided when negotiating on individual private residential and mixed schemes. It stipulates that negotiations should take account of their individual circumstances including development viability, the availability of public subsidy, the implications of phased development including provisions for re-appraising the viability of schemes prior to implementation.
42. Strategic Policy 6 requires the provision of 665 affordable homes in the Bankside, Borough and London Bridge Opportunity Area between 2011 and 2026. On a development of ten or more units a minimum of 35% is required to contribute towards affordable provision or as much as is financially viable. The tenure of affordable housing in this area is required to be split between social rented (70 per cent) and intermediate (30 per cent) in accordance with saved policy 4.4 of the Southwark Plan.
43. The draft Affordable Housing SPD 2011 outlines a sequential approach to make sure as much affordable housing as possible is achieved. The sequential approach is set out below:
  - All housing, including affordable housing should be located on the development site.
  - In exceptional circumstances we may allow the affordable housing to be provided off-site. In these circumstances we require that affordable housing is provided on another site or sites in the local area of the proposed development.
  - In exceptional circumstances we may allow a pooled contribution in lieu of on-site or off-site affordable housing. In these circumstances we require a payment towards providing affordable housing instead of the affordable housing being built as part of the proposed development.
44. The SPD also states that where the council allows either an off-site or pooled contribution provision, at least as much affordable housing must be provided as would have been provided if the minimum 35 per cent affordable housing policy requirement were achieved on-site. The SPD sets out that a minimum of £100,000 of pooled contribution per habitable room of affordable housing will be required.
45. This scheme will deliver 55 units of which 14 will be 'affordable'. The affordable units comprise one target rent unit (one x three bed) six affordable rented units (two x one-bed and four x two-bed) and seven shared ownership units (one x three bed, two x one-bed and four x two-bed). This equates to 24 per cent affordable housing when measured by habitable rooms and 25 per cent as a proportion of the new dwellings units. The Affordable Housing SPD requires that, in calculating affordable housing, all rooms in a development which measure more than 27.5sqm be counted as two habitable rooms.
46. The affordable rented accommodation will be capped at 40 per cent of market rents

which will be secured by legal agreement and will not exceed the maximum local housing allowance. The council's Housing Strategy team has confirmed that this is an acceptable level of affordability for Southwark residents. Similarly the proposed shared ownership units will be offered in accordance with affordability thresholds set out in the draft Affordable Housing SPD which will also be secured by a legal agreement. These thresholds can be supported as they reflect local needs and circumstances in accordance with Southwark Council policies.

47. The applicant has stated that they cannot deliver a policy compliant level of affordable housing which at 35 per cent would equate to 68 habitable rooms. They consider that two floors (50 habitable rooms) is the maximum that this scheme can viably support on site and that the shortfall cannot be provided on the upper floors of the building. The shortfall (18 additional habitable rooms) equates to approximately another floor of the building which they consider would tip the balance and make the scheme financially unviable, due to the reduction in the number of units available for market sale.
48. The applicant has also explained that a mix of affordable and private tenures on a single floor would be problematic for management and maintenance reasons and could not be delivered as part of this scheme. For these reasons two floors of affordable housing is the maximum that can be practicably delivered on site.
49. Officers accept that it is likely to be problematic for a policy compliant mix of affordable housing to be accommodated within the upper floors of this building in terms of management and maintenance. This takes into account the requirements of Registered Providers who generally require separate entrances, separate lifts and vertical separation between private and affordable tenures. Difficulties tend to arise in the management and servicing of properties where tenures share cores, which can lead to high housing costs over and above what is considered to be affordable.
50. In these circumstances, it is accepted that a policy compliant mix of target rent and shared ownership units is unlikely to be possible on this site. Based on this analysis, the sequential test as set out under paragraph 43 has been applied.

#### Off-site affordable housing provision

51. The Affordable Housing SPD explains that in exceptional circumstances, affordable housing may be provided off-site. The applicant has explained that the area is undergoing extensive long term regeneration and therefore the availability of sites is limited. Sites have both already been secured and allocated for development, or construction has started as part of regeneration within the area. Officers accept that the availability of suitable sites either with planning permission or a realistic chance of gaining planning permission and being deliverable within timescales to fit in the LCCM programme is challenging and may unreasonably harm the deliverability of this scheme.
52. Based on this analysis, officers consider that there are legitimate reasons for why an in lieu payment may be acceptable to enable the timely delivery of this development to meet the needs of the LCCM. The majority of affordable housing is being delivered on site and the shortfall (18 habitable rooms) equates to approximately seven units. Under these circumstances the principle of an in lieu affordable housing contribution can, on balance, be supported.

#### In lieu affordable housing payment

53. The SPD advises that a minimum of £100,000 per habitable room of affordable housing not being provided on-site be secured as an in lieu affordable housing payment. The applicant has proposed £1,100,000 which equates to 11 habitable rooms in addition to the on-site affordable provision of 50 habitable rooms. This

equates to 31% affordable housing provision when combining the on-site units and in lieu payment (61 habitable rooms). Sixty eight (68) habitable rooms would be expected under the policy target of 35%. There is, therefore, a shortfall of 7 habitable rooms. Based on a minimum of £100,000 per habitable room that equates to a shortfall of £700,000.

54. However, this calculation does not fully reflect the SPD which advises that one less affordable habitable room can be provided for every affordable wheelchair accessible unit provided. Taking this into account, one habitable room can be deducted from the target; resulting in the shortfall in hab rooms required to met for the scheme to be policy compliant falling to 6 affordable habitable rooms, which equates to £600,000.

#### Viability

55. The applicant has submitted a viability appraisal with the application which has been assessed on behalf of the Council by the District Valuer Service (DVS). It explains that they cannot deliver more on-site affordable housing taking account of the lower revenues associated with the LCCM who have been offered a long lease and rents at levels significantly lower than would be achieved if the building were to be used for office space. The applicant has also explained that they have agreed to purchase the garages to the rear from Southwark Council which will be leased back to existing residents once the development is complete and will not be for new residents of the proposed building. These circumstances have impacted upon the viability of the scheme and the number of affordable units that can be delivered on site. Officers recognise that these commitments have also impacted on the level of in-lieu payment that the scheme can afford.
56. Following extensive negotiations, there are a number of differences between the DVS and the applicant's valuer on certain inputs in the appraisal. The key areas of disagreement are market sale values, benchmark land value, build costs and professional costs. The DVS does not agree with the final outcome of the applicant's viability assessment and concludes that the development may be capable of viably supporting a policy compliant affordable housing contribution of £1,700,000. The DVS has looked at a range of scenarios, taking account the differences on these inputs and the lower revenues associated with the LCCM. In their opinion a policy compliant contribution can be supported by this scheme.
57. The applicant disputes the DVS' conclusion. The expertise of the DVS is a significant factor in any decision where viability is a consideration. However, in determining an application for a major development, a wide range of issues and benefits must be weighted, including the benefits of bringing forward a development in a timely manner. This proposal aims to provide new accommodation for the LCCM, enabling them to remain and expand in Southwark. The developer is willing to commit to commence the scheme under a 'short-life' permission (requiring the build to begin in 18 months rather than the standard 3 year permission). The shortfall of £600,000 for affordable housing is not an insignificant sum, but may be within the bounds of financial sensitivity for a development of this scale. Despite very extensive negotiations, the applicant has not been able to improve on this final offer. In the circumstances, and very much influenced by the commitment for speedy delivery of this project including new music opportunities for Southwark residents, it is recommended that, on balance, the affordable housing offer be accepted.

#### Summary

58. Based on the analysis above, the principle of mixed use development is strongly supported and is consistent with strategic and local planning policies for the Central Activities Zone, Town Centres and the Bankside, Borough and London Bridge Area. The shortfall in affordable housing is a key policy consideration, but it is considered that the shortfall is not so substantial that it would outweigh the positive aspects of the

proposal.

### **Environmental impact assessment**

59. An EIA is mandatory for development described under Schedule 1 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2011. The proposed scheme does not fall under any of the categories of projects listed under Schedule 1 of the Act and so there is no mandatory requirement for an EIA.
60. Notwithstanding this there is a need to assess whether it would fall under the list of projects listed under Schedule 2 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2011, and if so to determine if the scheme is likely to have significant environmental effects.
61. Schedule 2 lists a range of projects and relevant thresholds that must be considered when screening a project for EIA. Taking account of the provisions set out in the Schedule it is considered that the scheme is capable of being considered a 10 (b) 'urban development project' as the scheme proposes the demolition of buildings, construction works and the change of land use of existing buildings in an urban area. The relevant threshold applicable for these projects is for the development area to exceed 0.5 hectares.
62. The site, measuring 0.09ha, falls below this threshold and so is likely to not have significant environmental effects. Notwithstanding this, consideration has been given to Schedule 3 of the EIA regulations and taking account of the nature of the development, the environmental sensitivity of the location.
63. As the scheme is for a tall building, a town and visual assessment was provided to assess the impact of the proposed building on the London skyline which in accordance with the London Views Management Framework has a number of protected views. The conclusions of the assessment is that the development will not adversely impact protected views and will have impacts which cannot reasonably be considered to be of more than local importance. For this reason an EIA is not required for this development. A more detailed analysis of the developments design is detailed in the following section.

### **Design issues**

64. Strategic policy 12 of the Core strategy 'Design and conservation' states that 'Development will achieve the highest possible standards of design for buildings and public spaces to help create attractive and distinctive places which are safe, easy to get around and a pleasure to be in'. Saved policy 3.12 of the Southwark Plan asserts that developments 'should achieve a high quality of both architectural and urban design, enhancing the quality of the built environment in order to create attractive, high amenity environments people will choose to live in, work in and visit' and saved policy 3.13 requires the principles of good urban design to be taken into account in all developments. This includes height, scale and massing of buildings, consideration of the local context, its character and townscape as well as the local views and resultant streetscape.
65. The proposal is for a basement plus 14 storey development rising to 44.2m (AOD). As such it is considered a 'tall building' in terms of planning policy and should comply with saved policy 3.20 which states that any building over 30 metres tall (or 25 metres in the Thames Policy Area) should:
  - I. Make a positive contribution to the landscape; and

- II. Be located at a point of landmark significance; and
- II. Be of the highest architectural standard; and
- V. Relate well to its surroundings, particularly at street level; and
- V. Contribute positively to the London skyline as a whole consolidating a cluster within that skyline or providing key focus within views.

66. Several written representations have expressed concern that the height, form, scale and massing of the proposed development will be overbearing and will not relate well to the site and its surroundings. They note that the building is much higher than a previous scheme consented at this site in 2009 and which remains extant following a renewal of the planning permission in 2012. The Conservation Areas Advisory Group have also expressed concern regarding the building's height.
67. This section of the report assesses the design focusing on the quality of the scheme and its relationship to surrounding properties. It also takes account of comments made by the Design Review Panel (DRP) who commented on a version of the scheme that was revised prior to submission. Those comments are detailed in the appendix, but in summary the Panel concluded that the site could accommodate a tall building subject to the design of the building being of a high standard.

#### Landmark significance

68. The Blackfriars Road SPD supports tall buildings in locations, where they are of an appropriate scale and height. Generally heights are expected to be taller along the Blackfriars Road but buildings will be encouraged where they are appropriate and positively help to regenerate and transform the area. London Plan Policy 7.7 and Core Strategy Strategic Policy 12 encourages tall buildings in areas with good access to public transport, within the Central Activities Zone and in Opportunity Areas, provided due regard has been given to the impact on heritage assets and the wider context.
69. The site is located on an important local thoroughfare near the junction of Blackfriars Road and Union Street and in close proximity to Southwark Tube Station. Its immediate context is dominated by the intersection of railway viaducts around the junction of Union Street and Great Suffolk Street to the east. This part of Union Street varies in scale taking account the Lord Nelson Pub (2 storey), Rowland Hill House which is the northern most block of the Nelson Square estate (part 7, part 9 storey), the Travelodge (8 storey) and the 56 metre height of the Palestra building at the junction with Blackfriars Road.
70. Union Street has a number of cultural buildings and is one of the main access routes to the Tate Gallery from Southwark tube station. A notable aspect of the locality is that following completion of the Tate extension (TM2), a new entrance will be located at the northern end of the Great Suffolk Street, the axis of which is immediately adjacent to the site. The importance of this route from the tube to the Tate is in part denoted by the distinctive orange coloured and the Legible London signage posts.
71. A point of landmark significance is defined in the Southwark Plan as: "*where a number of important routes converge, where there is a concentration of activity and which is or will be the focus of views from several directions.*" The applicant has highlighted that Union Street is an important thoroughfare and where a number of pedestrian routes between the Tate and the Tube Station converge. The proposal could appear in the southerly axial view along Great Suffolk Street from the new southern entrance to Tate and is equally prominent in the view from the Tube station. Whilst the proposed building does not directly front onto Blackfriars Road, renderings of strategic and local views provided with the submission demonstrate that the building will signal the regeneration of the area and will help improve the legibility of the area by directing visitors to and from the Tate. It will also provide a presence for LCCM and encourage permeability southwards along Great Suffolk Street.



72. It is considered that a landmark feature at this location can improve the legibility of this part of the borough and its cultural identity without being overly dominant. The proposed height of the building (44m) is considered to appropriately mediate between the heights of buildings on Nelson Square and the 56m height of Palestra.
73. The GLA have provided a stage one report on the scheme and note that it has reduced in height following comments from Council officers. They consider that proposed building will be subservient in scale to Palestra and would not appear overly dominant within the immediate streetscape and are supportive of the buildings scale, height and massing in the local context.
74. Based on the analysis, it is considered that the site and development will meet the 'landmark significance test' and on balance, will be in accordance with saved Policy 3.20

#### Contribution to the landscape and relationship to surroundings

75. This part of Southwark is characterised by busy arterial and pedestrian routes which form one of the many approaches to the culturally significant Southbank and Tate Modern Gallery.
76. In terms of its contribution to the street scene, the proposed building introduces an angled cut into the strong geometric form of the upper storeys. The cut creates a dramatic entrance and 15 metre high window into the daily operation of the music school. The proposed internal arrangement will enable activities within the college to animate the street for passersby walking past this elevation. This corner would be visible when exiting Southwark Tube station and provide a significant presence to the music college under the cantilevered structure. The angled cut is also considered to reflect the local desire-line across the site from Nelson Square to the south to the viaduct which leads north to the Tate.
77. Through a reconfiguration of the garages including a biodiverse roof, and landscaping around the site the scheme would improve the approach to Applegarth House and La Gare from Union Street. The public footway into Applegarth has also been widened considerably which is considered a public benefit and an improvement visually from the existing situation.
78. A landscaped area is provided to the front of the building that is proportionally large, having regard to the building footprint, and capable of positively contributing towards the streetscene and improving permeability around the site. The design of this area positively reflects comments made at pre-application stage by the Design Review Panel who supported the proposition of a covered open area in front of a well articulated, animated entrance to the LCCM.
79. The area of landscaping and configuration of the building are considered to make a positive contribution to the landscape and relate well to its surroundings. For this reason the scheme is considered to comply with parts i) and iv) of saved policy 3.20.

#### Architectural standard

80. Buildings of this stature are required to demonstrate their contribution to the appearance of the wider area. The highest architectural standard is called for and requires an elegance of proportion, innovation in design, materials and a demonstrable exceptional quality of accommodation.
81. The proposed development is characterised by two parts: the four-storey plus basement accommodation that will be occupied by the LCCM and the floors above which extend to the fourteenth floor providing residential accommodation. The

architectural approach provides visual differentiation between the two massing elements through the use of contrasting materials and design. This is considered to positively respond to the comments from the Design Review Panel who previously encouraged the applicant to improve the street presence and visibility of LCCM.

82. The white glazed bricks of the LCCM provide a clear visual contrast with the upper floors of the building which has a more lightweight appearance. This is achieved through the use of ceramic clad fins and glazing to the residential element. The main entrance to the LCCM has a full height glazed wall fronting Union Street which adds interest and positively contributes to the streetscene. This approach to design is welcome and can be supported.
83. On the upper floors the building has a simple refined form providing residential accommodation fronted by winter gardens. The quality of this accommodation is assessed later in this report and has been considered to provide standard of accommodation that will be in accordance with policy and can be supported. Above this the roof has been designed as a seamless three-dimensional feature with the ribbed design returning over the top.
84. The roof, soffit and the oversail of the residential element of the building will play an important role in the execution of the building. Similarly, the quality of landscaping to the front on Union Street as well as the areas to the rear of the building encompassing the garage court and the approach to Nelson Square and La Gare are important and can significantly improve the relationship of the site to the surrounding urban environment. The approach to the design of these areas can be supported but it is recommended that design details are reserved by condition.
85. Based on the analysis above, the building is considered to meet the highest standard of architectural design as required by criteria iii) of the saved policy 3.20.

Contributing to the London skyline as a whole consolidating cluster within that skyline or providing key focus within views.

86. The scheme has been tested in local and strategic views as set out in the London View Management Framework (LVMF), 2012. Officers are satisfied that the key views provided are accurate visual representations and take account of the nearby sensitive local receptors including the Kings Bench, Union Street and Valentine Place Conservation Areas in accordance with the requirements of the LVMF.
87. The nearest tall building to this site is Palestra which is located across Union Street to the north west of the site. This building is characterised by its block-like form and its distinctive cantilevered top. This proposal echoes the geometric character of its neighbour but takes on a modern masonry-clad aesthetic which will distinguish it in views. The building is considered to compliment that of Palestra albeit being more modest in scale and it will not have a significant impact on the London skyline, given the substantial scale of its neighbours. It will be most prominent in local views from the elevated railway line, Great Suffolk street, Nelson Square Gardens and from Southwark tube station. Notwithstanding this it is not considered that this scheme will adversely impact upon the setting of nearby heritage assets.
88. In conclusion, officers consider the proposal is a well considered and refined building which combines an educational institution and substantial residential accommodation successfully. It is also considered to be a design of distinctive quality, suitable for its purpose and setting. Whilst the building will undoubtedly be prominent by virtue of the scale of the development these impacts need to be considered against the character of the Central Activities Zone where larger scale development is expected to optimise the use of land in accessible locations. It will provide an appropriate marker between Southwark station and the Tate Modern along Great Suffolk street and, subject to its

detailed design and landscaping being reserved by condition, it will have an exceptional high standard of architectural design.

### Dwelling mix and quality of accommodation

89. London Plan Policy 3.8 requires new developments to offer a range of housing choices in terms of the mix of housing sizes and types. Strategic Policy 7 of the Core Strategy requires major developments in this area to provide at least 60 per cent of units with 2 or more bedrooms and 10% of units to have three, four or five bedrooms. No more than five per cent of units should be studio flats.

Unit type	Private	Affordable Rent	Shared ownership	Social rent	Total
1 bed	8	2	2	0	12 (22%)
2 bed	22	4	4	0	30 (54%)
3 bed	11	0	1	1	13 (24%)
<b>Total</b>	41	6	7	1	55 (100%)

90. The scheme will provide a mix of units comprising a high proportion of 2 bed (54 per cent) and three bed (24 per cent) dwellings which equates to 78 per cent of the units being delivered on site. As such the scheme will exceed minimum targets set out in Strategic Policy 7 for both two and three bed dwellings in this area.
91. Saved policy 4.2 'Quality of residential accommodation' states that planning permission will be granted for residential development, where it achieves good quality living conditions including outdoor amenity space. An assessment of internal space standards is provided below.

Unit size (bedroom/person)	SPD minimum unit area f (sqm)	Proposed unit size range (sqm)
1 bed (2 persons)	50	50 – 65
2 bed (3 persons)	61	63 – 95
2 bed (4 persons)	70	
2 bed (average)	66	
3 bed (4 persons)	74	101 – 144
3 bed (5 persons)	86	
3 bed (6 persons)	95	
3 bed (average)	85	

92. All of the units will either meet or exceed minimum space standards within the London Plan as well as Southwark minimum space standards, including standards for individual rooms within dwellings. The dwellings have also been designed to meet lifetime home standards, and secure by design principles will be incorporated into the development. Policy compliant storage and utility space would also be provided within each new dwelling. The large affordable family units (three bed plus) will also have a self-contained kitchens in accordance with residential design guidance.
93. The majority of residential units will be dual aspect (58 per cent) and in accordance with policy, each dwelling will have private amenity space in the form of a winter garden and a good standard of internal living accommodation.

#### Privacy and overlooking within the development

94. The proposed dwellings are arranged around a central core and will not create overlooking issues between the new residential dwellings.

#### Outdoor amenity space and child play space

95 The Residential Design Standards SPD advises that new residential development should provide an adequate amount of useable outdoor amenity space which can take the form of private gardens, balconies, shared terraces and roof gardens. The standards applied to new development are set out below:

- Minimum of 50sqm communal amenity space per development
- Units of three or more bedrooms – ten square metres of private amenity space
- Units of two bedrooms or less - ideally ten square metres of private amenity space and where this is not possible the remaining amount be added to the communal amenity space total area
- Balconies and terrace should be a minimum of three square metres to count towards private amenity space
- Ten square metres of play space per child bed space (covering a range of age groups).

Unit size	SPD private amenity space standard (sqm)	Proposed outdoor amenity size range (sqm)
1 bed	10	5 – 5.58
2 bed	10	7 – 12.8
3 bed	10	10 – 12.1

96. Each unit will have access to private amenity space in the form of winter gardens which are accessed from internal living/dining areas. All three bed units have been provided with at least ten square metres of amenity space.
97. The shortfall in private amenity space across the one and two bed units has been calculated and is estimated to be 43.36sqm across the 41 private dwellings units and 39.13sqm across the 14 affordable housing units.
98. Options were explored to have an on-site amenity space either to the rear of the building or on the roof which have been discounted after careful consideration as they were assessed either not be viable (in the case of amenity space on the roof top) or likely to result in privacy or amenity issues for neighbours (if positioned above the garages to the rear of the building). It is therefore acknowledged that providing communal amenity space (including play space) would not be achievable in this form of development.
99. The applicant has sought to mitigate the shortfall in private amenity space and communal amenity space by making a significant contribution to phase 3 of the Marlborough Sports Garden on Union Street which is a protected open space which is undergoing works to improve the quality of the space and to improve landscaping. This contribution is in addition to the standard S106 contribution for open space in this area and will be secured through a legal agreement.
100. It is proposed that the delivery of this space will be mitigated through the provision of on-site amenity space which will be dealt with in the following section under child play space.

#### Child play provision

101. London Plan policy 3.6 sets out the Mayors requirement for the provision of play and informal recreation space. Core Strategy policy 7 in support of this strategy requires new development to provide play space for children as required by the Mayor's Play and Informal Recreation Supplementary Planning Guidance (2012) and the councils Residential Design Standards SPD (2011). Based on the methodology within these documents the scheme is estimated to generate a yield of between 13-14 child bed spaces. A minimum of ten square metres of play space per child bed space is

generally expected to meet the needs of children from a development across a range of ages.

102. Owing to site constraints playable space will not be provided on the site and, as described above the applicant has agreed to make a contribution to off-site provision over and above the normal SPD requirements to upgrade nearby play space and the Marlborough Sports Garden. Works to improve these and other spaces will mitigate the increase intensity of use that will come from this development and will be secured by a legal agreement.

Wheelchair accessible housing

103. London Plan Policy 3.8 requires 10 per cent of new housing to be designed to be wheelchair accessible or easily adaptable for residents who are wheelchair users. Saved policy 4.3 of the Southwark Plan also requires a minimum of 10 per cent of the units to be designed to meet the South East London Housing Partnership Guide for Wheelchair Housing as set out in appendix 1 of the Residential Space Standards SPD (2011). The council normally expects one wheelchair accessible parking space for each wheelchair accessible dwelling in accordance with saved policy 5.7. Taking account of the number of wheelchair accessible dwellings proposed to be delivered (6); up to six spaces would be expected to be provided on this site. However a slightly lower number can be accepted if a development is located in an area with a public transport accessibility level of six or in the central activities zone. Both these criteria apply to the site and this development.
104. Guidance in the adopted Sustainable Transport SPD sets out that these requirements are subject to site constraints and recognises that each site should be assessed on a case by case basis taking account of the physical limits of a site and other social and environmental considerations.
105. Whilst a policy compliant number of wheelchair housing units (ten per cent) has been proposed that will meet the required floor space standards, the applicant has reported that it will not be possible to provide six corresponding wheelchair accessible car parking spaces on this site. One car parking space is proposed that will be linked to a social rented affordable housing unit and the applicant has explained that this is the most that they can incorporate in the scheme taking account of their need to re-provide the existing garages to the rear of the building and a Network Rail electricity substation.
106. The applicant has explored the option of providing off-site parking nearby within Nelson Square Gardens but officers consider any space that could realistically be secured would be well in excess of a distance that would be considered convenient for wheelchair users. Even taking account of slightly reduced number of wheelchair parking spaces that may be permitted on a site with excellent accessibility to public transport, officers are not satisfied that the level of parking for wheelchair users is acceptable and this would impact on the take up of units.
107. In exceptional circumstances, where an applicant can demonstrate that it is not viable or feasible to meet the council's wheelchair housing requirements, the draft S106 SPD explains that a commuted sum can be secured through a section 106 planning obligation to mitigate such scenarios. Based on the discussion above it is accepted that although provision has been made for wheelchair users in terms of dwellings, not all of these units will have an associated car parking space. Whilst providing much needed accommodation, these constraints limit the provision this development can reasonably make for people with wheelchair housing needs.
108. To mitigate against this the applicant has agreed to pay a policy compliant sum of £90,000 based on the expected cost for the council to make adaptations to existing

properties to meet the needs of disabled occupiers. This will be secured by a legal agreement.

#### Internal noise

109. The immediate area is mixed in character having office, retail, and commercial uses and this site is immediately adjacent to a public house elevated railway line. Noise sensitive receptors will be introduced to the site with new residential dwellings and as such future occupiers will be exposed to environmental noise from these sources and other noise generating uses on the site.
110. Taking account the mixed character of the immediate area, there is a reasonable expectation that a good standard on internal noise can be achieved with the new development. Provided details of sound insulation are submitted and where appropriate noise tests are undertaken prior to the occupation of residential units, officers consider that a good standard of internal noise can be achieved.

#### Hours of operation

111. The scheme will have an auditorium which will have some public use and from time to time performances in connection with the LCCM. It is not proposed as a 'venue' for concerts or a place that will generally be used for commercial entertainment. Notwithstanding this, in order to prevent noise from people coming and going from the site adversely impacting residential occupiers above and nearby it is recommended that a condition is imposed that would limit the hours of use of the auditorium to ensure it is not in use outside the hours of 07.30 to 22.00.

#### Daylight/sunlight within the development

112. By virtue of the distance of separation between the windows to the new dwelling and nearby properties being in excess of 21 metres it is anticipated that all new dwellings units and private outdoor amenity spaces will experience a good standard of daylight and sunlight.

#### Summary

113. The scheme will provide dwellings units that will exceed minimum standards, all of which will have private amenity space and with the minimum level achieved for all three bed units. Whilst a communal space will not be provided on site it a contribution to improve nearby spaces is proposed that will deliver good quality space which is strongly supported and it will provide wider benefits.

#### **Impact of proposed development on amenity of adjoining occupiers and surrounding area**

114. Strategic Policy 13 requires new development to be designed to avoid amenity and environmental problems that affect how we enjoy the environment in which we live and work. Saved policy 3.2 of the Southwark Plan states that planning permission for development will not be granted where it would cause the loss of amenity, including disturbance to noise to present and future occupiers in the surrounding area or on the application site. Saved policy 3.1 also states that new development should not cause material adverse effects on the environment and quality of life.
115. The following properties have been identified as sensitive receptors and assessed for daylight sunlight impacts:
- 48-52 Great Suffolk Street
  - 54-58 Great Suffolk Street
  - 53 Surrey Row (Also known as the La Gare Apartments)
  - Applegarth House

- Rowland Hill House
- Lord Nelson Public House

116. In terms of daylight, an assessment of the 'Vertical Sky Component' (VSC) has been carried out. The assessment estimates the likely amount of daylight reaching a window expressed as a percentage. The British Research Establishment advises that the windows of neighbouring properties should achieve a VSC of at least 27 per cent, and notes that if the VSC is reduced to no less than 0.8 times its former value (i.e. 20 per cent reduction) following the construction of a development, then the reduction will not be noticeable.
117. A 'No Sky Line' (NSL) assessment has also been carried out in respect of daylight. This assessment estimates the distribution of light within a room taking account the area of a room at desk height that can see the sky. The BRE guidance suggests that the NSL should not be reduced to less than 0.8 times its former value (i.e. a 20 per cent reduction).
118. In terms of sunlight, an assessment of Annual Probable Sunlight Hours (APSH) has been undertaken. This is required to be considered for all windows facing within 90 degrees of due south (windows outside of this orientation do not receive direct sunlight in the UK). The guidelines advise that windows should receive at least 25 per cent APSH, with 5 per cent of this total being enjoyed during the winter months. It should not be reduced to less than 0.8 times its former value.
119. In terms of overshadowing, an assessment of the effects of the development on outdoor amenity areas has been assessed. The guidance recommends that for an area to appear adequately sunlight throughout the year, at least half of the garden or amenity area should receive at least two hours of sunlight on 21 March. If, following a development it does not achieve this or the area that can receive this is less than 0.8 times its former value, the loss of sunlight is likely to be noticeable.

#### 48-52 Great Suffolk Street

120. These buildings are three storeys in height with a fourth floor set back, located to the south east of the site beyond the railway line.
121. Six windows have been assessed at this property. The analysis shows that five of the six windows would experience a reduction in VSC of more than 20 per cent. However the reduction experienced is considered likely to be minor as the reduction is between 21 per cent and 25 per cent which is marginally above the recommended target of 20 per cent.
122. A NSL assessment was also carried out for these windows to assess daylight impacts on these properties which concludes that tested rooms will not experience a reduction of more than 20 per cent. Based on the analysis, the impact of the development fall within an acceptable range in accordance with the BRE guidelines and daylight impacts acceptable.
123. In terms of sunlight, the analysis shows that two of the six windows assessed would experience reductions of more than 20 per cent. However those reductions are estimated to be between 22 per cent and 29 per cent which is considered to be minor and not such that it would adversely impact upon internal living conditions.

#### 54-58 Great Suffolk Street

124. This site is immediately to the south of the 48-52 Great Suffolk Street. Consent for a four storey building has been granted (12-AP-3706) which is under construction. An assessment of the development on that building has been provided.

125. Thirteen windows have been assessed at this site. The analysis shows that, in terms of VSC, three of the thirteen windows will experience a reduction of more than 20 per cent. However the reductions experienced are considered likely to be minor as the transgressions are between 25 per cent and 28 per cent which is marginally above the recommended target of 20 per cent). It is noted that the remaining ten windows will comply standards and that the results of a NSL assessment show that all but one of the thirteen windows will meet the required standard set out in BRE guidelines. Based on the analysis daylight impacts to windows tested will be acceptable.
126. In terms of sunlight, the analysis shows all of the windows tested will meet BRE guidelines and criteria.

53 Surrey Row (La Gare Apartments)

127. These buildings are located immediately to the south of the site perpendicular to the development. These properties are three storeys and in residential use.
128. Twenty windows have been assessed at this property. The analysis shows that ten of the 20 windows tested will experience a reduction in VSC of more than 20 per cent. However, a NSL assessment has been carried which concludes that the BRE guidelines will be met, in respect of daylight. Based on this analysis, daylight impacts to these will fall within an acceptable range in accordance with BRE standards.
129. In terms of sunlight, the analysis shows that all of the windows tested will meet BRE guidelines and criteria.

Applegarth House

130. This buildings is six storeys in height and located to the south of the application site. Applegarth is one of four large residential blocks which fronts onto Nelson Square Gardens and forms the eastern block. The building is in residential use.
131. Twenty one windows have been assessed at this property. The analysis shows that nine of the 21 windows tested will experience a reduction in VSC of more than 20 per cent. The reduction experienced is likely to be modest as it will fall within a range of 22 per cent – 26 per cent which is marginally beyond recommended target of 20 per cent.
132. A NSL assessment was also been carried out which concludes that BRE guidelines will be met, in respect of daylight. Taking both these assessments it is considered that daylight at the tested windows at this property will fall within an acceptable range in accordance with BRE standards.
133. In terms of sunlight, the analysis shows that all of the windows tested will meet BRE guidelines and criteria.

Rowland Hill House

134. This building is part 7, part 9 storeys in height and one of four large residential blocks which fronts onto Nelson Square Gardens. The property also fronts onto Union Street and is in residential use.
135. Twenty five windows have been assessed at this property. The analysis shows that 12 of these windows will not meet the BRE VSC criteria. Further analysis shows that 11 of those windows are located within doors which serve dual aspect living rooms and that each of those rooms have a main window with a southerly aspect which is not affected by this development. The remaining window serves a ground floor kitchen that is served by a main window also on the south elevation.



136. A NSL assessment concludes that BRE guidelines will be met for all windows tested and so daylight these windows will fall within an acceptable range. Based on this analysis, the distribution of daylight within rooms will fall within an acceptable range in accordance with BRE standards.
137. In terms of sunlight, the analysis shows that all of the windows tested will meet BRE guidelines and criteria.

#### Lord Nelson Public House

138. This building is two storeys in height and occupies a plot adjacent to application site across Nelson Square carriage way. Whilst the ground floor of the building is a public house, there is residential accommodation on the upper floor.
139. Two windows have been assessed at this property. The results of the daylight analysis show that, in terms of VSC, neither of these windows will meet the BRE criteria. However, taking account the results of the No Sky Line analysis, one of windows would fall within an acceptable range and other would experience a reduction of 33%. This window is reported to serve a bedroom.
140. In terms of sunlight, the analysis shows that whilst the winter requirement is satisfied the total sunlight requirement will not be met for both windows. This is by virtue of the position of these windows in relation to the new development. These windows are reported to serve bedrooms and are positioned on the east of the building directly facing the application site. The position of these windows is considered to such that any comprehensive redevelopment of the site is likely to impact upon the upper floors of this property. It is also noted that the resulting standard of sunlight to these windows would be comparable to those achieved under the consented scheme (11/AP/3506) for a nine storey building.

#### Summary of Daylight/Sunlight

141. It is acknowledged that there will be noticeable sunlight impacts for two bedroom windows at the Lord Nelson Public House. However these impacts must be considered in the context of the BRE guidelines which advise that it is a guide that should be used flexibly, particularly in highly urbanised locations and which considers bedrooms to be less important compared to living rooms and kitchens.
142. Daylight and surrounding properties will continue to be commensurate with the existing situation and will fall within a range that is in accordance with BRE standards. Based on this analysis the scheme is considered to have acceptable impacts particularly when against the benefits of the scheme.

#### Outlook and privacy

143. The Residential Design Standards SPD advises that the design of new development should not have a negative on neighbouring properties. The SPD does not formally define what is meant by 'good' outlook. However it recognises that improvements to outlook can contribute to better internal living conditions. It also advises that new development should achieve a separation distance of 12m at the front of a building and any elevation that fronts on to a highway and a minimum distance of 21 metres between new development and existing properties at the rear.
144. Taking account the distance of separation between the proposed development and properties at 48-52 Great Suffolk Street, 54-58 Great Suffolk Street, Applegarth House, Rowland Hill House and the Lord Nelson Public House and the orientation of windows at these properties it is considered that the scheme will not result in the loss of privacy or overlooking for these existing properties and occupiers of the new dwellings. Concerns have been raised by occupiers of 51 and 53 Surrey Row that roof terraces at these properties will be overlooked by the new development and create a

sense of enclosure to the detriment of residential amenity. These buildings are also known as the La Gare Apartments and assessment of the development is set out below.

51 Surrey Row and 53 Surrey Row (La Gare Apartments)

145. These buildings are located immediately to the south of the site in close proximity to the development. They comprise a four storey building and a series of three storey terraced buildings with roof terraces. These buildings comprise a mix of office space, live-work and residential units. The main concerns are that the series of terraces which belong to residential dwellings will be overlooked to the detriment of the standard of privacy at these dwellings. Further more that the building is imposing and would adversely impact upon outlook.
146. The development will introduce dwellings at a height that will overlook these properties by virtue of the relationship between these sites and the position of residential dwellings with a southerly aspect will overlook seven terraces across these buildings. However by virtue of the difference in levels between residential accommodation at these sites, the development will not create direct views from the proposed residential dwellings or LCCM premises to these terraces.
147. Taking account the design of the facade which has a ceramic cladding system across all elevations it is considered that views from the proposed upper floors of residential accommodation will be limited to oblique views, particularly if we consider the position of windows to the proposed residential accommodation which will be much higher than the adjacent terraces. Officers consider that the design of the facade and relationship between the proposed residential units will enable users of these terraces to maintain a good standard of privacy in the context of a central London environment.
148. The design of the building has been assessed to have a high standard of architectural design and will relate well to its surroundings including its relationship to nearby dwellings and buildings in what is a dense urban area. Whilst the building will be prominent in views from these terraces, outlook from these properties will remain of a good standard owing to the position of the development in relation to nearby windows.

Summary of impacts on outlook and privacy

149. The development will not create overlooking issues or result in the loss of privacy to the extent that would warrant the refusal of planning permission. Furthermore the standard of outlook from properties will remain of a good standard and in accordance with residential design standards.

Impacts during construction

150. Comments were received indicating the need for account to be taken of the potential impacts of the development during construction in the event planning permission is granted. The principal construction impacts likely to result from this development are air quality impacts resulting from dust generating activities and vehicle emissions from construction traffic. In addition, noise and vibration impacts during the demolition and construction period may require mitigation given roads nearby the site already experience a high level of road and construction traffic.
151. Measures to limit these impacts to an acceptable level have been proposed that would reduce potential impacts on neighbouring occupiers however a condition requiring the submission of further details in the form of a construction management plan is recommended.

## Transport issues

152. Saved policy of 5.1 requires major development to be located near transport nodes. Saved policy 5.2 states that planning permission will be granted for development unless there is an adverse impact on the transport network or if provision for adequate servicing is not made. Saved policy 5.3 requires provision to be made for pedestrians and cyclists and saved policies 5.6 and 5.7 relate to car parking. Core Strategy policy 2 reasserts the commitment to encourage walking, cycling and the use of public transport rather than travel by car.

### Existing context

153. The site has a Public Transport Accessibility Rating (PTAL) of 6a reflecting excellent access to all forms of public transport. The site is also within a Controlled Parking Zone (CPZ) and close to Blackfriars Road which forms part of the Transport for London Road Network.

### Trip generation

154. The proposed development is car free, with the exception of the re-provided garages and one disabled parking space, and therefore the majority of trips to the site are predicted to be undertaken by foot, cycle or public transport. Based on this analysis the residential component is unlikely to have an adverse impact on the surrounding road network.
155. In terms of LCCM, the development will increase the student population accessing the site resulting in more journeys to the site. No car parking is provided for the LCCM and so users will access the college by public transport, foot or cycle given the high Public Transport Accessibility Level of the site. Given the relatively small scale of the scheme and taking into account the existing use and previously consented scheme, coupled with a broad range of public transport options in the area, it is unlikely that the increase development will have a significant impact on public transport. Notwithstanding this a contribution towards TfL's Blackfriars Road Urban Realm Improvement has been suggested by the GLA as the main access to the site is likely to and from Southwark tube station and bus stops / cycle routes on Blackfriars. The applicant has agreed the principle contributing to these works although the level of contribution will be finalised with the GLA in the event of approval.

### Car parking

156. The site is within a controlled parking zone and so visitors to the site will not be able to park within the immediate vicinity unless they are in possession of parking permit. The scheme is proposed as 'car free' and so to minimise traffic impacts a condition requiring residents and the LCCM to be prevented from being eligible to apply for parking will be secured by condition. Three years free car club membership for each eligible resident adult within the new development should also be secured by legal agreement.

### Disabled car parking

157. The applicant has demonstrated with sufficient reasoning why it will not be possible to provide the required number of on-site disabled car parking spaces to match the wheelchair accessible units provided. It is accepted that it would be impractical to provide any more disabled parking on-site.
158. The disabled space provided will be tied to the three bed social rented unit at fourth floor level. A contribution has also been secured to off-set the lack of on-site wheelchair parking that will go towards to upgrade of existing homes for wheelchair users in the borough. This will be secured a legal agreement as set out earlier in this report.

Cycle Parking

159. On site cycle parking provision will accord with the London Plan policy but falls short of Southwark Plan policy by four spaces. The shortfall relates to the provision of visitor spaces which are required under the local plan. The facilities provided are 'street pod' which in terms of design are acceptable. However it is recommended that further improvements be made to minimise the number of doors required to access these facilities which can be secured by condition.
160. It is recognised that there are cycle hire facilities in close proximity at Southwark Station which is one of the top ten per cent most used stations on the underground network. The presence of these facilities is considered to mitigate against the shortfall against the Southwark Plan standards although further mitigation may be required in the long term given the intensity of use of these facilities is likely to increase as a result of this development.

Cycle Hire Scheme

161. The applicant has agreed to the principle of a payment to fund a new docking station or extending an existing station nearby. It is considered that a contribution to fund such works will mitigate against the shortfall of on-site facilities and would be in accordance with strategic objectives for this part of the borough. The level of which will need to be finalised with the GLA as part of the stage two referral.

Travel Plan

162. A Travel Plan was submitted with the application for both the education and residential component which seeks to promote more sustainable travel choices such as walking, cycling and public transport. However it is recommended that an updated travel plan is secured by condition to demonstrate that the action plan which achieves quantifiable objectives in agreement with the local planning authority.

Servicing, deliveries and refuse collection

163. Servicing and refuse collection is to be undertaken from Nelson Square carriageway. Details regarding where servicing vehicles will wait and the collection point for waste is to be secured by condition by way of service management plan to ensure transport and amenity impacts on amenity are minimised for existing and future occupiers and with due regard to the needs of the emergency services.

Demolition and construction impacts.

164. It is recommended that details of construction traffic movements for each phase of works during demolition and construction is secured by condition. This is to ensure that adequate consideration has been taken to the approach to construction and takes account of construction works ongoing at nearby sites.

**Impact on trees and biodiversity**

165. The site is dominated by buildings and hard-standing with limited areas of space colonising vegetation and two saplings. An assessment submitted with the application shows that the ecological value of the site is low and enhancement measures are recommended. These measures include landscaping using native species, the removal of non-native and invasive species and the provision of nesting opportunities within the fabric of the new building. It is also recommended that the new garages be fitted with a biodiverse roof. The implementation of these measures should be secured by condition.

## **Sustainable development implications**

166. Policy 5.2 of the London Plan requires major developments to provide an assessment of their energy demands and to demonstrate that they have taken steps to apply the Mayor's energy hierarchy – “Be lean, Be clean, Be Green”. Residential and non-domestic buildings are required to improve on 2010 Building Regulations by 40%. Policies 5.5 and 5.6 require consideration of decentralised energy networks and policy 5.7 requires the use of on-site renewable technologies, where feasible.

### Be lean - use less energy

167. The scheme will incorporate a number of passive design measures aimed at reducing the amount of energy required by the new buildings including high levels of thermal insulation, low air permeability, energy efficient lighting and internal winter gardens. The development is estimated to achieve a reduction of 17 tonnes per annum (13 per cent) in regulated CO<sub>2</sub> emissions compared to 2010 building regulations through energy efficiency measures.

### Be clean - supply energy efficiently

168. A thermally led natural gas powered CHP system to provide hot water heating demand and electricity is proposed that will make provision for energy to be exported to the grid during periods of excess electricity generation. The development is estimated to achieve a reduction of 30 tonnes per annum (28 per cent) in regulated CO<sub>2</sub> emissions compared to 2010 building regulations through this second part of the energy strategy.

### Be green

169. Air source heat pumps are proposed to meet the cooling demand of the building. The development is estimated to achieve a reduction of 9 tonnes per annum (12 per cent) in regulated CO<sub>2</sub> emissions compared to 2010 building regulations through this third part of the energy strategy.

### Energy summary

170. Based on the analysis above, the scheme will achieve a reduction in 56 tonnes of CO<sub>2</sub> per year in regulated emissions which is an equivalent of to an overall saving of 45 per cent in terms of carbon emissions. Notwithstanding this, the applicant has made a number of commitments which it is recommended should be secured by condition. These include the commitment to ensuring the development is designed to allow future connection to a district heating network and the installation of a site heat network. Further details on the location of the on-site energy site, proposed heat pump system and management arrangements and electricity sale strategy for the CHP system should be secured by legal agreement.

### Code for Sustainable Homes

171. The proposed dwellings have been designed to achieve a Code for Sustainable home rating of level four and will include water efficiency measures to achieve a maximum daily water usage of 105 litres/person/day. A condition requiring the submission of post-construction certificates to demonstrate these standards have been achieved is recommended in the event of approval.

### BREEAM

172. A BREEAM rating of ‘Excellent’ rating is proposed to be achieved for the LCCM part of the new building. This will be in exceed the target rating of ‘Very Good’ for new education facilities in accordance with Strategic policy 13. A condition requiring the submission of post-construction certificates is recommended in the event of approval.

### Flood Risk

173. The Environment Agency has no objection to the scheme, in terms of flood risk.

Land contamination / Groundwater assessment

174. A desk study was submitted which indicated the presence of contamination at this site. The full extent of contamination has not been established and so it is recommended that conditions be applied which would ensure that the risks from land contamination to the future users are minimised, and to ensure that the development can be carried out safely without unacceptable risks to workers and neighbours.

Wind

175. The implications of the development upon wind conditions in and around the site have been assessed and the conclusions show that wind conditions around the base of the building and within the immediate surrounding area will remain at an acceptable level. Notwithstanding this, the study shows that mitigation by way of wind breaks may be required to alleviate conditions at the north-west corner for the benefit of users of the cafe and internal space on this elevation. The applicant has sought to mitigate these impacts by way of low level landscaped windbreaks which are shown on plan as two diagonal benches. Officers agree with the conclusions reached in the Wind Study and consider that the wind impacts will be acceptable in terms of pedestrian safety for the general public. In any case, detailed drawings of the proposed benches should be secured by condition.

**Planning obligations (S.106 undertaking or agreement)**

176. Saved policy 2.5 'Planning obligations' of the Southwark Plan and policy 8.2 of the London Plan advise that Local Planning Authorities should seek to enter into planning obligations to avoid or mitigate the adverse impacts of developments which cannot otherwise be adequately addressed through conditions, to secure or contribute towards the infrastructure, environment or site management necessary to support the development, or to secure an appropriate mix of uses within the development. Further information is contained within the Council's Planning Obligations Supplementary Planning Document.

177. Heads of Terms based on the council's Planning Obligations SPD have been a subject of negotiations during the course of the application. The following table sets out the contributions required based on the s106 SPD and accompanying toolkit compared to what the applicant has offered:

<b>Topic Area</b>	<b>SPD Requirement</b>	<b>Applicant's Offer</b>
Affordable housing	£1,700,000	£1,100,000
Education	£67,765	£67,765
Employment during construction	£42,361	£42,361
Employment during construction management fee	£3,206	£3,206
Public open space, children's play space and sports development	£73,255	£153,255
Transport Strategic	£45,639	£45,639
Transport specific	£29,839	£29,839
Public realm	£41,250	£41,250
Health	£64,138	£64,138
Community facilities	£9,662	£9,662
Wheelchair accessible units	£90,000	£90,000
Travel Plan Monitoring	£3,000	£3,000
<b>Total</b>	<b>£2,170,115</b>	<b>£1,650,115</b>
Admin fee (2%)	£43,402	£33,002

<b>Total (including admin fee)</b>	<b>£2, 213,517</b>	<b>£1,683,117</b>
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#### Education

178. A contribution towards education provision in Southwark to cover the capital cost of providing new school places that are likely to result from this development. The applicant has agreed to pay £67,765 which is in accordance with the sum required under the section 106 SPD toolkit.

#### Employment and construction through the development and management fee

179. A contribution of £42,361 will be made towards the placement of unemployed jobseekers from the local area into jobs through the councils Work Place Co-ordinator programme. The applicant has agreed to pay the sum and management fee in full in accordance with the S106 toolkit.

#### Public open space and sports development

180. The toolkit generates a figure of £73,255 which will contribute towards the improvement amenity spaces in close proximity to the site in accordance with the SPD toolkit. The applicant has also agreed a further contribution of £80,000 towards to the delivery child play space and open space in the locality. The Marlborough Sports Garden has been identified as a project that will benefit from this contribution, although the final decision on allocation would be made once the monies are available.

#### Transport strategic

181. A contribution of £29,839 will be made to contribute towards the borough strategic transport projects. The applicant has agreed to pay the sum in full in accordance with the S106 toolkit.

#### Transport site specific

182. A contribution of £27,500 will be made that will fund improvements to crossings in the local area. The applicant has agreed to pay the sum in full in accordance with the S106 toolkit.

#### Public realm

183. A contribution of £41,250 has been secured that will be used to carry out improvements to the pavement on Union Street and nearby. These works will also make good any adverse impacts that may result through the demolition and construction phase of the scheme.

#### Health

184. A contribution of £64,138 has been agreed that will go towards improving access to healthcare facilities including local GP clinics and mental services.

#### Community facilities

185. A contribution of £9,662 has been agreed that will go towards the upgrade of local community facilities in accordance with S106 toolkit.

#### Wheelchair accessible units

186. A contribution of £90,000 has been agreed that will go towards to the cost of adapting homes to meet the needs of disabled occupiers in accordance guidance in the Draft S106 SPD (2014).

#### Travel Plan Monitoring

187. A contribution of £3000 has been agreed that will go towards the costs of monitoring of travel plans.

### Other S106 requirements

188. A community use strategy will also be secured by legal agreement setting out the strategy for how the London Centre of Contemporary Music will work to engage, support, educate and provide training for young people and local residents wanting to get involved in the creative industries. This include a commitment to providing scholarships on full time courses and subsidies on part time evening courses, short course and full time short courses ranging from 85% -70% below the market price. It will also include opportunities for internships, hot desking space for cultural organisations and working with the Southwark Arts Music and Youth Services and offering the use of the basement auditorium space free to local organisations. In doing, it is considered that there will be an adequate mechanism to ensure the local community benefits from securing this organisation. The strategy and its outputs will be tied to LCCM who are the intended occupiers of the building.

### Applegarth

189. Following consultation with residents of this building the applicant has agreed to carry out landscaping work in the immediate vicinity of the building and to refurbish a store and laundry room with the Applegarth building. These works will not be funded by S106 monies secured to mitigate the impacts of this development but are in addition to the Council's standard requirements. These works will be secured through the legal agreement.
190. In accordance with the recommendation, if the Section 106 Agreement is not signed by 29 August 2014 the Head of Development Management should be authorised to refuse permission, if appropriate, for the reason below:

'In the absence of a signed Section 106 Agreement, there is no mechanism in place to avoid or mitigate the impact of the proposed development on the delivery of affordable housing, employment, public open space, the transport network, the public realm, health care services or mechanism to ensure the LCCM will deliver outcomes that are beneficial to the wider community. The proposal would therefore be contrary to saved policy 2.5 of the Southwark Plan (2007), strategic policy 14 of the Core Strategy (2011) and Policy 8.2 of the London Plan (2011) and the draft Affordable Housing SPD (2011).'

### **Other matters**

#### Mayoral Community Infrastructure Levy (CIL)

191. S143 of the Localism Act 2011 states that any financial sum that an authority has received, will, or could receive in the payment of CIL as a material 'local financial consideration' in planning decisions. The requirement for Mayoral CIL is a material consideration. However, the weight to be attached to a local finance consideration remains a matter for the decision-maker. Mayoral CIL is to be used for strategic transport improvements in London, primarily Crossrail.
192. Taking account of the existing buildings that will be demolished, the scheme will result in a net increase of 7055 sqm of floor space (Gross Internal Area). Based on this assessment, the CIL liability is estimated to be £246,925.

#### Pre-application advice

193. The applicant entered into pre-application discussions with officers commencing in December 2012. Officers issued a formal response in May 2013 which set out advice on key planning issues raised by the proposal. The applicant took on board much of the pre-application advice prior to submission of this application resulting in amendments and a revised scheme which has been assessed in this report. The



details of the pre-application response are held electronically by the local authority.

### **Conclusion on planning issues**

194. The application proposes a high density mixed used scheme that will provide the LCCM with new facilities, and a range of residential apartments. The loss of the existing building and office space has been justified and the proposed mix of uses is appropriate in this location in the Central Activities Zone and Bankside, Borough and London Bridge Opportunity Area. The inclusion of the LCCM would add to the mix of artistic and cultural uses in Bankside, and support the objectives of the adjacent Strategic Cultural Area.
195. The replacement building has a suitably high standard of design to meet the expectations for a tall building and high density development. Whilst it would be very prominent in views around Union Street, it would be a dynamic and visually exciting addition to an area which already contains a diverse mix of building styles and types. It provides an excellent quality of residential accommodation as well as a defined and recognisable entrance to the LCCM.
196. The affordable housing offer combines 14 on-site affordable units with an in lieu payment of £1.1 million. This is below the policy expectation of 35%. Whilst it is accepted that it would not be practicable or viable to provide 35% affordable housing on site, the advice from the DVS following scrutiny of the submitted viability appraisal is that the scheme could support a larger in lieu payment of up to £1.7 million. This is a serious shortcoming of the application. In determining the application, consideration must be given to all aspects of the proposal, including the benefits of seeing an underused site brought into productive use, and the social and economic benefits of delivering new facilities for the LCCM as part of the wider Bankside cultural area. If the developer commits to bringing forward this building in a timely manner, then the certainty of securing the LCCM may be of sufficient weight to override the reduced level of affordable housing. It is recommended that this would be a reasonable approach in the specific circumstances of this case.
- 197 Taking account of the above, it is considered that, in line with the NPPF, there is no substantive reason to withhold planning permission. Therefore it is recommended that planning permission be granted, for a period of 18 months only, subject to completion of a legal agreement, and referral to the GLA..

### **Community impact statement**

198. 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.

### **Consultations**

199. Details of consultation and any re-consultation undertaken in respect of this application are set out in Appendix 1.

### **Consultation replies**

200. Details of consultation responses received are set out in Appendix 2.

Summary of consultation responses

201. 7 letters of support, 24 letters of objection

Support

202. LCCM are an organisation dedicated to the highest standards and bring together an extraordinary range of musicians and freelance teaching staff. This type of development should be supported.

203. Comments

Concern over vehicle and pedestrian access to Nelson Square and Applegarth House both during and after construction

Letters of objection

204. • The proposal at 14 storeys high would exceed the limits in planning policy  
 • The design is bulky and not appropriate in this area  
 • The building will result in a sense of enclosure  
 • It would adversely impact on the amenity of residents of the La Gare Apartments  
 • An inadequate wind study has been carried out on the impacts of the building which would have significant wind impacts.

Informal Presentation to Members

205. A presentation of the scheme was held on 12 February 2014, attended by Councillors Nick Dolezal and Adele Morris.

**Statement of Community Involvement**

206. A Statement of Community Involvement was submitted which detailed that pre-application consultation was carried out by the applicant. It detailed that information about the scheme was provided at public exhibitions and meetings to publicise plans and answer questions about the proposals and to provide reassurance that key issues would be addressed in the design of the project. This included engagement with Nelson Square Tenant & Resident Association, Applegarth House Tenant Management Organisation and The La Gare Management Committee. A series of one to one meetings were held with Tate Galleries, Lord Nelson Public House, Waterloo Quarter BID and Better Bankside. Consultation was also held with London Borough of Southwark, Metropolitan Police, the GLA, Transport for London and the Environment Agency. The applicant also engaged with local Ward Members and the Member of Parliament for Bermondsey and Old Southwark. In total, 14 one-to-one meetings were held, five public meetings were attended, and a public exhibition was attended by 23 people.

207. The report concludes that comments were predominantly supportively of expanding the LCCM but that concerns were raised regarding the design of the scheme and its impact on Applegarth House and La Gare apartments, the proposed bulk and massing of the building, the loss of garages, disruption during construction, the level of affordable housing and loss of daylight and sunlight.

**Human rights implications**

208. This planning application engages certain human rights under the Human Rights Act 2008 (the HRA). The HRA prohibits unlawful interference by public bodies with conventions rights. The term 'engage' simply means that human rights may be affected or relevant.

209. This application has the legitimate aim of providing a mixed-use development

comprising housing, an education institution and a cafe. The rights potentially engaged by this application, including the right to a fair trial and the right to respect for private and family life are not considered to be unlawfully interfered with by this proposal.

### SUPPLEMENTARY ADVICE FROM OTHER OFFICERS

210. No comments received.

### BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Site history file: TP/1474-235 Application file: 13/AP/3815 Southwark Local Development Framework and Development Plan Documents	Chief executive's department 160 Tooley Street London SE1 2QH	Planning enquiries telephone: 020 7525 5403 Planning enquiries email: planning.enquiries@southwark.gov.uk Case officer telephone:: 020 7525 5461 Council website: www.southwark.gov.uk

### APPENDICES]

No.	Title
<b>Appendix 1</b>	Consultation undertaken
<b>Appendix 2</b>	Consultation responses received
<b>Appendix 3</b>	Recommendation

### AUDIT TRAIL

<b>Lead Officer</b>	Gary Rice, Head of Development Management	
<b>Report Author</b>	Daniel Davies	
<b>Version</b>	Final	
<b>Dated</b>	19 June 2014	
<b>Key Decision</b>	No	
<b>CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER</b>		
<b>Officer Title</b>	<b>Comments Sought</b>	<b>Comments included</b>
Strategic director, finance & corporate services	No	No
Strategic director, environment and leisure	Yes	Yes
Strategic director, housing and community services	No	No
Director of regeneration	No	No
<b>Cabinet member</b>	No	No
<b>Date final report sent to Constitutional Team</b>	19 June 2014	

**APPENDIX 1****Consultation Undertaken**

**Site notice date:** 27/11/2013

**Press notice date:** 21/11/2013

**Case officer site visit date:** 27/11/2013

**Neighbour consultation letters sent:** 15/11/2013 and 20/12/2013

**Internal services consulted:**

Environmental Protection Team  
Transport planning  
Design and conservation  
Public realm  
Ecology Team

**Statutory and non-statutory organisations consulted:**

Greater London Authority  
Transport for London  
Environment Agency  
London Fire and Emergency Planning Authority  
Thames Water

**Neighbours and local groups consulted:** Letters were sent to properties with 100 metres of the site including (but not exclusively) Rowland Hill House, Applegarth House, Vaughan House, Helen Gladstone House and Pakeman House on Pocock Street. Letters were also sent to properties on Great Suffolk Street and the La Gare Apartments which include 51-53 Surrey Row.

**Re-consultation:** N/A.

**APPENDIX 2****Consultation Responses Received****Internal services****Public realm (support with comments)**

The red line boundary encroaches into the adopted highway extent along Union Street where it is shown to step out. The applicant should be made aware that the publicly adopted footpath along Union Street measures between 2.6-2.8m.

The proposed site plan shows landscaping within the adopted highway extend fronting Nelson Square. This is likely to be unacceptable as this will create a pinch point.

Public Realm welcomes the resurfacing of the publicly adopted footpaths fronting Union St and Nelson Square but the specifications for this must be in accordance with Southwark Streetscape Design Guide (see notes above). The developer will need to enter into a highways agreement (s278) with the London Borough of Southwark to carry out the footpath resurfacing works along Union St and Nelson Square.

Public Realm would prefer to adopt the triangular section of private forecourt which is shown to be surfaced in the same material as the adopted footpath for the reasons outlined above. This could be included in the s278 agreement (combined s278/38). Regardless there should be a planning condition attached ensuring that the design of this area of open space is approved by Public Realm prior to commencement of development.

No details provided about expected level of servicing. Suitability of this occurring from Union St should be discussed with the Transport Planning Team

**Environmental protection team (support with comments)**

Noise & Vibration - Conditions are recommended concerning internal noise levels, plant noise, and operational noise to ensure that acceptable internal noise levels are achieved within proposed residential dwellings and existing dwellings nearby.

Air quality – Conditions are recommended to ensure that the dispersal of exhaust gasses from the gas-fired boiler is adequate and protects the environment from pollution.

Odour - An odour control condition is requested to ensure that the adequate measures are implemented to minimise the emission of food smells from the kitchen in association with the D1 use and the proposed A3 uses.

Land Contamination – Contaminants have been identified on site. A condition requiring a remediation strategy is recommended to ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other off-site receptors.

Construction Management – Conditions are recommended to ensure that occupiers of neighbouring premises and the wider environment do not suffer a loss of amenity by reason of pollution and nuisance as a result of construction activities.

Artificial Lighting- To ensure any that any fixtures being installed as part of the development will not cause any unnecessary light spillage / disturbance to neighbours, a condition is needed to review plans before installation.

### **Transport planning team (support with comments)**

The Transport team do not object to this application in principle. However, the following issues should be addressed:

A condition requiring a detailed construction management plan should be submitted for each phase of the works proposed to ensure that appropriate mitigation is in place during demolition and construction.

A condition requiring the submission of details indicating where delivery vehicles will load/un-load from is recommended. The council will seek to ensure that no servicing takes place on Union Street.

The proposed materials/ layout of the public realm which sits adjacent to Union Street will need to be provided to the Council for review to ensure the works tie in with the existing highway.

The specifications for the resurfacing of the publicly adopted footpaths fronting Union Street and Nelson Square must be in accordance with Southwark Streetscape Design Guide. The developer will need to enter into a highways agreement (s278) with the London Borough of Southwark to carry out the footpath resurfacing works along Union Street and Nelson Square.

The applicant should provide details of where bins would be stored on collection and ensure that the location is appropriate and would not obstruct vehicles, pedestrians or emergency vehicles.

The persons moving the bins from the storey to Nelson Square have to negotiate between three and four separate doors. The applicant should revise the layout to reduce the number of doors (or provide assisted doors) and reduce the distance the bins have to be moved.

An updated residential travel plan and education travel plan should be provided that includes objectives, targets (including base mode share), measures to achieve those targets, a program of monitoring, funding identified and person/team responsible for delivery together with a (minimum) five year time frame, with interim targets at year one, three and five.

It is unclear whether users of the garages will be able to park in the area outside of their garage. If vehicles park at this location they may block access to the rear of the site, obstructing access to the LCCM cycle store and bin store. A condition should be applied restricting the parking of vehicles in this area.

### Cycle parking

Access to the residential and LCCM cycle storage areas require users to pass through a number of doors. If these doors are required, it is recommended that these doors are 'assisted' to facilitate cycle users easier access to storage facilities.

An additional four spaces should be provided for the residential occupiers of this development.

### Car parking

A condition preventing future occupiers of the development being eligible for on-street

parking permits is recommended in order to prevent possible overspill parking from the development.

It is proposed to introduce a single disabled parking car parking space to serve the LCCM and the residential element of the development. Southwark Council's Sustainable Transport SPD note the requirement for one disabled car parking space for each disabled flat or house – however where the development is located in the Central Activities Zone and the PTAL is 6, a slightly lower number of disabled spaces will be acceptable. In this development a total of 6 apartments could be occupied by people who may have a legitimate need for a disabled car parking space. It is recommended that a minimum of two disabled parking bays are made available (one solely for use by the residential element of the development and the other shared). If this is not possible, the applicant should undertake a survey and assess the demand and accessibility of existing facilities to demonstrate where disabled drivers could park in order to easily access the development.

#### **Ecology officer (support with comments)**

The submitted ecology report makes a number of recommendations which are best met by planning conditions. These are conditions relating to the installation of bird boxes within the development and the planting of native species. This will ensure the development makes a positive contribution towards biodiversity.

#### **Statutory and non-statutory organisations**

##### **Greater London Authority**

The main issues raised in the Stage 1 report are summarised as follows:

Land uses: the application is generally acceptable in strategic planning terms however, further discussion is needed together with some consequent changes on the issues set out below to ensure conformity with London Plan policies:

Housing and affordable housing: the mix of affordable units is welcomed. However, the overall affordable housing contribution falls below the 35% requirement of the Saved Southwark Plan Policy 4.4. The applicant has submitted a viability report which provides justification for 12% affordable housing provision. An independent assessment of the viability report is required, to be commissioned either by the GLA or the Council.

Child play space: site constraints mean that meeting the full requirements of the Mayor's Providing for Children and Young People's Play and In formal Recreation SPD (2008) may not be feasible. Arrangements for providing access to and the possibility of contributing to necessary upgrade works to Nelson Square Gardens should be clarified and secured in the section 106 agreement.

Urban design: the scheme is well designed and successfully accommodates both music school and residential uses. The residential quality of the proposal is high, however further clarification of internal and winter garden floor areas is required.

Density: given the nature of the site and the overall design quality of the scheme a density higher than the London Plan guidelines is acceptable.

Inclusive design: the applicant should confirm that all the units meet lifetime homes standards and indicate where the wheelchair accessible units are located and provide large scale plans of these units.

Energy: The applicant is encouraged to address the comment raised before compliance with the London Plan energy policy can be confirmed. Further clarification is required

from Southwark Council on the status of the Southbank proposed energy network.

Transport: the proposal is broadly supported. Confirmation of provision for disabled and car club parking and facilities for staff and student cyclists is required. Contributions towards additional cycle hire provision and urban realm improvements on Blackfriars Road are sought to be secured by a Section 106 agreement, alongside standard provisions such as the travel plan.

### **Transport for London**

The closest part of the Transport for London Road Network (TLRN) is the A201 Blackfriars Road, which is 150m from the site. It has an excellent public transport accessibility level (PTAL) of 6a (centre of site), on a scale of 1 to 6 where 6 is the highest due to the proximity of Southwark Jubilee Line/Waterloo East Network Rail station and bus routes on Blackfriars Road.

The site is within the congestion charge and cycle hire scheme areas and Blackfriars Road is the proposed route for the north south cycle superhighway into central London.

Car Parking: No car parking will be provided, bar one Blue Badge space and the replacement of eight garages that are used by residents of the adjacent housing. To fully comply with the London Plan whilst it is accepted that it is impractical to provide any more disabled parking on site, further provision for resident or visitor Blue Badge holders could instead be considered in the adjoining Nelson Square, where the transport assessment (TA) indicates there is no on-street parking stress. Provision of a car club space in Nelson Square should also be considered to supplement an existing space 250m away. Both Blue Badge and car club spaces should be funded through the s106 agreement. The s106 agreement should also prevent residents from being eligible for on-street car parking permits.

Public Transport impacts: Given the relatively small scale of the development and taking into account the existing use and previously consented scheme, coupled with a broad range of public transport options in the area, it is unlikely that there will be a significant impact on public transport capacity.

Cycle parking and cycle hire: On-site cycle parking provision accords with London Plan policy. Changing facilities for staff and students such as lockers and showers should be provided.

The closest cycle hire docking station is at Southwark station, which is one of the top 10% most used stations on the network. Other stations in the area are also very well used and / or small. Given the uplift in demand from the new residents and increase in students, a contribution of £187,000 is sought through the s106 agreement that could fund a new 24 point docking station or extension of an existing station nearby, consistent with other nearby developments.

Travel Plan, deliveries and servicing and construction management: A construction logistics plan, deliveries and servicing plan and travel plan, all developed in line with current TfL best practice guidance, should be secured by way of the s106 agreement or condition. Network Rail should be satisfied that the development can be constructed without impacting on operations or safety of the adjacent railway viaduct.

S106 funding: The site lies with the Crossrail s106 collection area, however this particular development would not trigger payments.

In addition to the contribution towards cycle hire expansion, three years free car-club membership for new residents should be secured. It is also considered appropriate and



consistent with other development in the area that a contribution of £150,000 is secured towards the Blackfriars Road Urban Realm improvement scheme, as the main access to the site is from Blackfriars Road (LU station and bus stops, as well as walking and cycling).

#### Conclusion and summary

In strategic transport terms, the proposed development is broadly supported and is generally appropriate for the location, however the following transport issues should be addressed / clarified / confirmed prior to determination:

- Provision of disabled and car club parking and changing facilities for students and staff who cycle
- A contribution of £187,000 towards additional cycle hire provision and £150,000 towards Blackfriars Road Urban Realm improvements
- Securing the travel plan / deliveries and servicing plan, construction logistics plan and car parking management plan by way of condition / legal agreement.

#### **Design review panel (support with comments) (pre-application scheme)**

The Panel accepted that the site provided an opportunity for redevelopment and welcomed the retention of the LCCM on the site but had major concerns regarding the current proposals including its arrangement and architectural expression, its public realm and its sustainability strategy.

The applicant argued that the proposed height and massing could be justified on the basis that the new development would act as an 'urban marker' linking Tate Modern to Southwark Station. The Panel were unconvinced by this justification but felt that a tall building could be appropriate in this location subject to the design being of an exemplary quality. However, the Panel did not feel that the proposals presented were of the requisite quality.

The architectural form of the proposals was an extrusion of the square site overlaid with two oblique diagonals. These diagonals defined the form of cut out at the lower levels and influenced the location of the core and the open space at the north east corner of the site. The Panel were unconvinced by the justification for the diagonals and felt that the formal consequences were detrimental to the design. The resulting open space turned its back onto Union Street and did not encourage permeability across the site from Union Street to Nelson Square., whilst the planning of the core appeared contorted especially in relation to the layout the LCCM which lacked clarity.

Next the Panel considered the elevational treatment. The design was split into two components a solid base containing the glazed cut-out that defined the entrances to the LCCM and private residential and a glass box above that defined the residential component. The designers had presented their concept for a triple-glazed facade with a 'graphic equaliser' display pattern created by areas of translucent glass formed using a honeycomb inter-layer within the triple-glazed construction. There was the implication of a diagonal ridded glazing pattern distinguishing the NW corner from the rest of the glazed volume. The Panel felt the two-part split of the design had merit but had serious concerns with other aspects of the architectural expression particularly in relation to the upper residential levels:

- The visualisations presented showed on the upper levels as an abstract glass box formed from frameless glazing, whilst some of the elevational studies indicated a more ridded solution – with areas of offset grid used as a design feature. The panel felt that the glazing technology proposed for this element is critical its architectural expression and to the success or failure of a tall building in this location and a lot more work was required to arrive at a consistent and

credible set of proposals which successfully address issues raised by the Panel such as how opening sections are incorporated to flats and winter gardens and what will be seen behind the areas of clear glass.

- The use of honeycomb translucent glass was justified as a solar shading device to prevent overheating to the fully glazed elevation. However, this was at odds with the application of the translucent panels in the form of a 'graphic equaliser' which implies that the lower level flats are enclosed in entirely translucent glass whilst the upper units were enclosed in entirely clear glass. The panel did not feel that this worked either environmentally or functionally as the lower flats need views and the upper flats need solar shading. Again the Panel feel that the proposals have not been explored in enough detail and are not credible.
- The applicants argued that the project was a sustainable solution and would achieve CfSH Level 4 and a 40% carbon savings against Part L. The applicant stated that where there were winter gardens the build up would include a double glazed unit with honeycomb inter-layer and a triple glazed inner skin to the accommodation. Elsewhere the build up would be triple glazing with the honeycomb inter-layer. The U values of triple or even quintuple glazing falls well below the values that are required by part L let alone any improvement on this. The Panel did not believe that the environmental target could be achieved with a full glazed envelope and air conditioning to the residential and believed that the proposals would need to be radically reworked in order to achieve this target. Again the Panel felt that the consequences of such a reworking would need to be fully worked through before it is resubmitted.
- Whilst the Panel supported the principle of blind tenure, they questioned whether the proposed air-conditioned sealed glass design would meet the requirements of an RSL and their tenants.
- The solid material to the base was described as glazed brick. This needs to be developed in more detail in relation to the comments raised regarding the relationship with the street. Samples and visual references are required.

The Panel do not consider that the proposals to be coherent or credible in their current form and are not well enough developed or executed to justify a tall building on this site. The technical and visual implications of a fully glass residential building have not been adequately considered and they challenged the designers to review the design of the facade to address the deficiencies identified.

In relation to the building layout the Panel welcomed the generous entrance with publicly accessible café which will open up the LCCM to engage more with the surrounding area. However they felt that the linkage between the Foyer and the publicly accessible performance space was unconvincing. The basement area was shown with one means of escape stair when two would be required. They also questioned the feasibility of a single means of escape stair serving both the residential and educational uses. These observations called into question the deliverability of the design in its current form and the Panel felt that full resolution of these issues could have a major impact on the proposals and should be properly worked through.

Other concerns raised in relation to the layout were:

- The access to the cycle storage and the refuse enclosure for residents which required residents to exit and re-enter the building.
- The LCCM rooms appeared to be arranged along overly long and inefficient

corridors that snaked around the core and residential stairs.

- The entrance to the affordable housing is via a long corridor with no natural light whilst the private residential enjoys the triple height glazed entrance facing Union Street. The entrance to the affordable residential is even omitted from one of the visualisations. This imbalance in the consideration given to the two residential entrances is at best unfortunate.

In relation to the public realm and the relationship to the street the Panel supported the proposition of a covered open area in front of an animated entrance to the LCCM. However, they had a number of concerns with the current proposals:

- The space did not relate to Union Street as the principle street frontage
- The shape of the space would create a dead corner
- The entrance to the residential block was given equivalence to that of the LCCM, which did not seem appropriate given that the former is private and the latter is institutional. As a consequence the LCCM lacked a significant presence in this design.
- The affordable entrance needs more prominence on the street (see above)
- More consideration needs to be given to the hard landscaping, lighting and street furniture and proposals submitted to cover these areas.
- The extent of any improvements to surrounding pavements needs to be clarified.

In conclusion, the Panel supported the principle of redeveloping the site to provide enhanced facilities and improved access to LCCM as well as much-needed housing in his significant location. They also felt that the site could take a building of the scale proposed subject to design and execution being of a high enough quality. They did not believe that the design presented met these quality thresholds or gave a sufficient presence to LCCM and had concerns and the deliverability of many of the key components. They raised serious questions over its architectural expression, its internal arrangements, its sustainability as well as its relationship with the street. The Panel encouraged the architects to review their design. They asked for changes to address their concerns and invited the scheme to return to the DRP before a planning application was submitted.

#### **Environment Agency (support)**

No objection to the scheme on flood risk grounds within the direct remit of the Environment Agency.

#### **Thames Water (support with comments)**

No objection to the scheme with regard to wastewater infrastructure capacity. However they advise that no piling shall take place until a piling method statement has been submitted and approved. It is recommended that these details be secured condition.

#### **London Fire and Emergency Planning Authority**

No comments received.

#### **Crime Prevention Design Advisor**

No comments received.

#### **Neighbours and local groups**

### **Conservation Area Advisory Group for Southwark (objection)**

The CAAG group were concerned about the dominance and 'shouty' nature of this proposal which offers little to the rich context of the Union Street Conservation area and general Bankside scene.

This site is not contiguous with a Conservation Area but may be visible from four nearby Southwark conservation areas (Valentine Place, King's Bench, Union Street and Thrale Street) and the following Conservation Areas in Lambeth (Mitre Road and Ufford Street, Lower Marsh and possibly Roupell Street).

It may also affect views of the City's St Paul's Heights area and from St Paul's. Of these Conservation Areas three have been considered in the "Music Box" Townscape and Visual Assessment Report (TVAR): Union Street, Kings Bench, Valentine Place (TAVR section 2, p.23 following). Note none of the Lambeth conservation areas have been considered and this is of concern.

CAAG advise this building lacks human scale, is inhumane, harsh as a design, with poor street level interaction, overly self-referential and alien to the North Southwark context. The comparison is with a music box, but inflated to 14 storeys high. This is not the basis for a building sympathetic to the area. One argument used in support that it is a landmark on the way to the Tate Modern: the idea that lining the back streets of Bankside and The Borough with high rise buildings will ease pedestrian movement is fallacious.

### **Blackfriars Action for Responsible Development (BARD) (objection)**

In terms of overall design a majority were positive about the 2012 proposal and disappointed that the revised offering was back to the "cubist" format which seems to be being reflected in new buildings everywhere in one form or another and Southwark Planning's default preference.

There are still considerable reservations about the height and bulk of the new proposal. It really is shoehorned into this small site and still far too high. 14 stories, if that's till the plan, is well in excess of the height of surrounding structures and contravenes planning policy for heights in the area (both existing policy - seven stories and affirmed in the draft SPD for Blackfriars Road). Southwark planners have already required the developer to reduce height from 18 to 14 stories but why is even this seen as acceptable?

Concerns over access to Nelson Square for vehicles of all kinds, loss of light and other amenities, including access, at Rowland Hill House on Union Street and the impact on the community garden immediately to the south of Octavia House. The developer doesn't seem to have any proposals for creating new open green space - the proposals actually seem likely to result in a reduction in this area!

The loss of the garages behind the site in order to develop it. There is a particular issue here about personal security. Construction over the garages would replace the open space which currently gives access from Union Street to Applegarth House, with a narrow, closed-in, dark alleyway. This is a threatening prospect for many residents.

### **Resident, 161 Applegarth House, Nelson Square Gardens SE1 0PZ (objection)**

The scheme will:

- Confine Applegarth House to a very tight space.
- Access to Applegarth House would be seriously compromised as it would be reduced to a very narrow alley
- This would seriously affect security when getting in and out of the building as visibility would be reduced.
- Reduce the views & light of the flats at Applegarth House

- Reduce the resale & rental value of the flats

The new development should not take any of the garages as these belong to Applegarth House, as stated in the New Management Agreement signed off by Applegarth House Coop. and Southwark Council on 25th September 2013.

There are concerns about the effects of noise, dust, pollution and disruption over an extended period of time. It is vitally important that emergency services have access to the forecourt of Applegarth House at all times. It will therefore be vitally important vehicles or materials do not cause an obstruction, even for a short period of time.

**Local resident, 192 Applegarth House, Nelson Square Garden SE1 (objection)**

We do not object to the site being redeveloped in principle. The area is in need of regeneration and a new, sympathetic proposal which relates to the surrounding buildings and streetscape, both in scale and design would be hugely beneficial for the area. However, the proposal put forward by SPPARC Architecture and Sherwood Property Holdings Ltd does none of the above, instead it is majorly oversized and imposes security threats to the entrance route to Applegarth House. It forms a dark, cold, narrow passageway through to, as well as visually blocking, the entrance to Applegarth House from the main street (Union Street).

I'd ask that these serious concerns be considered and these plans be carefully scaled back.

**Local resident, 193 Applegarth House, Nelson Square Gardens SE1 (objection)**

This scheme blocks out the light to residents homes. The height of this development will overshadow the gardens and create a wind tunnel to the whole of the forecourt of Applegarth House and ruin our gardens.

The proposed development will mean that the building is much closer to Applegarth House and will create a sense of enclosure.

As the development does not provide include any open spaces, it will encourage students to congregate in our gardens at all hours of the day and night.

The development will have a big impact on the lives of everyone living in Applegarth House for the duration of the build and after with noise, dirt, dust, making coming in and out of Nelson Square for emergency vehicles and residents when there are lorries delivering to the site

**Local resident, 204 Applegarth House, Nelson Square Gardens, London SE1 (objection)**

This proposal is comparatively higher than the initial proposed structure and is considered as likely to result in the following impacts:

- Create dangerous wind tunnels of Union Street
- Would add to footfall in the area, which currently, is just about bearable
- There is no step back in the new design to stop the problem of overlooking
- Views of the city to the east will be completely closed off
- The communal courtyard outside of Applegarth House will be overshadowed completely and rendered useless during the summer months

In the Blackfriars Draft SPD it is acknowledged that Blackfriars Road is where the greatest height increase will be allowed. And equally that scale should reduce as you move away from that major street. This proposal completely contradicts that policy.

**Local resident, 208 Applegarth House, Nelson Square Gardens, London SE1 (objection)**

Without doubt the redevelopment of the block will be a good thing, but having seen the latest proposals, and viewed the models on display in Octavia House over the summer, the height of proposed plans is of serious concern. This is the main entrance and only road access to Nelson Square, such a tall building will clearly over shadow this, the surrounding residents, and the gardens at the back of Applegarth House. I'd ask that these serious concerns be considered and these plans be carefully scaled back.

**Local resident, 209 Applegarth House, Nelson Square Gardens, London SE1 (objection)**

The development will be tall and in excess of the surrounding structures and will totally obliterate my view leading towards the river and of prestige building like the Tate Modern. It will also affect the light and other elemental phenomena. This might result in our Community Garden being affected, making it harder for plants and flowers to grow in certain areas, spoiling a much loved and popular outdoor resource. I believe there is an existing policy for the height of buildings south of Union Street and I am curious to know why the Octavia House redevelopment is allowed to contravene the existing planning policies?

The effects of noise, dust, pollution and disruption over an extended period may impact upon residential amenity. There is likely to be a transient workforce and security may also be an issue due to distractions and the unintended opportunities they provide. The movement of materials and machinery will be a chaotic and unrelenting hazard, especially to children. It's vitally important that emergency services have access to the forecourt of Applegarth House at all times. I was told, some years ago, a tenant died because the ambulance service was not able to reach them in time due to being blocked by parked cars. Many of the Tenants remember this and they will be very anxious we don't repeat the same mistake. It will therefore be vitally important vehicles or materials do not cause an obstruction, even for a short period of time.

This will be a difficult and stressful period, not just for me, but for all residents living at Applegarth House and I think if we can mitigate the height, pollution, safety and security, this would greatly reduce our objections and concerns and I would be very grateful if you could give some consideration to these issues.

**Local resident, Nelson Square Gardens, London SE1 (objection)**

I come to you as a concerned resident of Nelson Square. It has come to our attention (via <https://betterblackfriars.wordpress.com/2014/04/22/octavia-house-the-images-they-did-not-show-us/>) that the plans for the new construction on the Octavia House site needs drastic revision to comply with the buildings behind and next to it. I am of course talking about La Gare house and the flats surrounding Nelson Square Gardens.

Looking at the images - that were not shared with the Applegarth house residents in previous consultations - it is woefully apparent just how boxed in and cold the area will become. This new construction is too tall, it doesn't even try to fit with the surrounding buildings. Just one look at the images taken from the park view (a popular children and family spot for the residents) and you can see how this ridiculous building will turn the area into a dark, uninviting secluded area.

We are so proud of this area; we have been here long and we insist that new businesses and neighbours are welcome; we only ask that they show the same respect and determination to build on this community instead of bull dozing in and intimidating

the whole area without even speaking honestly to **all** its residents.

I have appealed against this construction and the one proposed before because it just doesn't make sense. Why here? Why that big? You say it will include public spaces but why are the public not being consulted.

**Residents, Apartment 8 La Gare, 51 Surrey Row, London SE1 0BZ (objection)**

The scheme is a completely different version of the building that was presented at an earlier meeting about the development. The main objections to this proposal are that:

There is no attempt to "step down towards Surrey Row". This new plan looms over the La Gare buildings and seriously threatens our sense of light and space.

The proposal is for 14 storeys which is far too high. Nine storeys should be an absolute maximum. We are concerned that this will set a precedent and lead to a great forest of tall buildings, ruining the character of our neighbourhood and the experience of living here.

There is no significant outdoor or amenity space. This puts huge and unacceptable pressure on Nelson Square and surrounding areas.

There is no assurance that La Gare will not be overlooked. When a presentation was made to La Gare's directors, great efforts were made to convince us that special louvred cladding would make overlooking impossible. The detailed plans do appear to show louvred cladding but – this time, to our horror- there appear to be sufficient gaps to allow overlooking of roof terraces at number 53 (La Gare) and windows of apartments on the top of 51. This is absolutely unacceptable.

This is a planning application for a great, ugly monolith of a building which will exacerbate wind tunnel effects that have plagued Union Street since Palestra was built.

There is no acknowledgement in the planning submission of the crucial relationship between Octavia House and its nearest neighbour, La Gare – nor any evidence of how this would be addressed. Reference is made to other buildings and spaces bounding the site to the north, east, west and south west but no mention is made to anything to the South.

**Local resident, Apartment 2 La Gare, 53 Surrey Row, London SE1 (objection)**

The sheer height and block design will effectively create a 44m brick cliff immediately next to the La Gare properties destroying any aspect or sense of space that we currently have. The existing planning permission at least has the highest part of the plan on Union St with the building falling away as it reaches to the La Gare properties.

The height of the building also seems to contradict the Blackfriars draft SPD which will be adopted in January 2014. This policy recommends that the size of any building should be reduced the further it is away from Blackfriars Road. Won't this building be one of the tallest in the area?

**Local resident, Apartment 3 La Gare, 51 Surrey Row, London SE1 (objection)**

The scale of the proposal is wholly disproportionate to the buildings on the south elevation and completely out of context with the existing buildings roofing lines and levels.

Not only is it 14 storeys high, but rises pretty much sheer from the northern end of 53 La Gare and our roof gardens, and of course looms large over the northern end of 51(La Gare apartments) and even totally dominates the taller buildings of Applegarth House

and Rowland Hill House, to say nothing of the courtyard space between La Gare and Applegarth. In my view, which is shared by my neighbours, this is a cynical attempt to ride on the back of the obvious overall strategy in London to build high and radically increase density. But there is a great distinction between increasing density and 'over development'. This clearly is the latter.

The scheme does not bring any architectural value to the area, nor does it fit the building lines and levels that have been established for many decades. The South Bank has been developed over recent years and the area does not cry out for any more buildings of this nature let alone one that brings nothing in architectural and interest terms and moreover runs roughshod over not only the existing residential developments but also the recently approved development application.

#### **Local resident, 3 La Gare, 53 Surrey Row SE1 (objection)**

-14 storeys is far too high for the location.

-No indication has been made that La Gare's roof terraces will not be overlooked.

-What research has been done on the wind tunnel effect on that stretch of Union Street. I have already witnessed an old lady finding it almost impossible to walk steadily due to the effect of the Palestra building

- would cyclists still be able to ride safely if such a high building were built?

Basically, the size and scale and design of the new proposal are all wrong- total overdevelopment of such a small space, presumably to squeeze as much return as possible for the developers, without regard for the location or residents.

#### **4 La Gare Apartments, 53 Surrey Row, London SE1 (objection)**

The proposal represents a huge overdevelopment of the site. The footprint of the site is very small and bounded closely on all sides by other buildings and structures. The existing planning approval for a 9 storey building already represents a large development on this site and the new proposal is several times larger. Up to 55 residential units are included compared to nine in the existing permission.

The Design and Access Statement does not pay sufficient attention to the existence of the La Gare building, despite the fact that the proposed development comes right up to the boundary of La Gare. No mention is made of any neighbouring building to the south of the proposed development. The proposal - unlike the existing permission- does not acknowledge the proximity of La Gare by stepping down – it is effectively a 14 storey cliff virtually on our boundary.

The proposal will result in a monolithic structure which will overshadow and dominate everything around it.

When the currently outstanding 9 storey planning approval was considered by the Planning Inspector in 2009 the limited amount of amenity space in the new development was discussed. In that proposal at least four of the nine residential units had outside space, but the developer argued that Nelson Square could provide additional amenity space. The new proposal has no outside space for any of the 55 flats and in fact no even any opening windows.

Is Nelson Square expected to provide amenity space for such a large number of households?

#### **7 La Gare Apartments, 53 Surrey Row, London SE1 (objection)**

The proposal is for a 14 storey building. This is much higher than other buildings near or adjacent to the site and will loom over other properties. The northern end of the La Gare



development is 3 stories and our new neighbour would present us with an 11 story cliff within a few feet of our boundary.

The proposed development tries to combine two very attractive ideas: residential development and the Centre of Contemporary Music. It seems to me that trying to put both on the same site and still make it a viable financial proposition for the developer has led to a proposal of vast over-development which is significantly detrimental to the neighbours in La Gare.

I could, of course, add much more but I want to keep to the simple point which is that I think this proposal is inappropriate and will have an adverse impact on the neighbours because of its sheer size and bulk.

**Local Resident, 11a La Gare Apartments, 51 Surrey Row SE1 (objection)**

The proposed building is much too high and much too close to La Gare where I live, it will undoubtedly have a detrimental effect on the quality of life of all the residents here at La Gare, in particular those living in 53.

**Local Resident, Apartment 15 La Gare, 51 Surrey Row SE1 (objection)**

The proposed height is out of character with the surrounding buildings and has serious light and density problems. The general height in the area is 6 storeys, the proposed development is double the norm.

Recent developments completed or underway, surrounding the development site which are around 6 stories:

The new apartment buildings in Great Suffolk St., near the redevelopment

Travel lodge in Union St, directly opposite the new development

The apartments near the train overpass at Union St

Whilst the London Authority offices on corner of Union Street and Blackfriars Rd

is slightly higher, it has plenty of light, does not affect other buildings given the space around it and that it is on a main road.

None of them are the height of that proposed.

In summary:

-The height is out of character of the buildings around it and double the height of the existing buildings

-It will block light for the buildings around it

- It is a dense over-development of a relatively small site

**Radcliffes Le Brasseur, on behalf of the 51 and 53 La Gare Company Ltd (objection)**

We write on behalf of 51 and 53 La Gare Company Limited, a company representing the lessees of 26 apartments at 51 and 53 Surrey Row. We object to this proposal which, will give an undue sense of enclosure not only to them but to many others who live immediately behind and in Nelson Square. We also note that many others including Bard, have objected to this proposal. Our clients are not opposed to a redevelopment consisting of an enhanced London Centre of Contemporary Music and the provision of apartments, but are opposed to a building so much higher than the 2009 consent and which is not stepped back. Such a building will be out of context with this environment and the issuing of a planning consent for such a proposal would be an affront to local residents.

**Local resident, 49 Pakeman House, Pocock Street, London SE1 (objection)**

The height and bulk of the proposed structure are well in excess of Southwark's current planning policy requirements, re-affirmed in the SPD likely to be approved later this month. The SPD requires that structures off Blackfriars Road should be in keeping with

local heights and much lower than those on Blackfriars Road itself. Accordingly comparisons with the Palestra Building, which were made by the developers during consultation, are invalid - Palestra faces onto Blackfriars Road, even though it extends at a lower height along the northern side of Union Street.

Further, the proposed structure is shoehorned into this small site, is quite out of keeping with neighbouring buildings and overshadows and dominates its immediate surroundings. The design offers nothing in terms of open public space - this in a "green-space deprived" area of the borough - and will undoubtedly affect adversely the communal garden to the east of Applegarth House.

Of note in particular are the alarming conclusions of the Wind Environment desk study. "Wind effect" is already a significant problem in Union Street and, at the very least, there is a need for a comprehensive study of the site and its surrounding to examine the desk study's conclusions in a practical context.

Finally, it has to be said that the developers have been extremely reluctant to consider the impact of the proposed development on the area to the south. This includes Pakeman House, some 200 metres away, where the visual impact is significant for up to a dozen properties. The consultation process has therefore been thoroughly unsatisfactory, notwithstanding the developer's claims.

**Local resident, no address given (objection)**

It is clear that the original proposal, which I believe was given considered in a community consultation, took account of the height levels around the site and was at least 'sympathetic' to the buildings around it, being a layered building of different foot print on each floor, and overpowering everything around it.

The fact that the developers original proposal was more in keeping with the building environment around it and the effect on other buildings and residents, only heightens why the current proposal is unacceptable and is a gross overdevelopment of the site.

It is now proposed to have a shear wall, much higher than the original, which will loom over the residential buildings next to it, and in effect be a wall right p to those residences, blocking light, casting shadow, creating wind tunnels and affecting the general residential usage in the vicinity.

The area is a mix of residential, commercial and industrial. This proposal takes no account of where it is to be situated and the serious adverse affect is has on the area and that mix.

**Local resident, no address given (objection)**

The scheme in its present form represents gross overdevelopment of a very tight site and total disregard for the impact it has on its immediate neighbours. Few people are against the redevelopment of this building and certainly support the need for affordable housing provision in the neighbourhood. The London College of Contemporary Music is also a welcomed neighbour on the proviso that adequate sound insulation is guaranteed.

However, if a 14 storey building is needed in order to accommodate those so called non-market uses, then the overall programme for the building is in appropriate because it constitutes overdevelopment of the site.

When planning permission was granted for an earlier proposal the height certainly mattered as did the principle of stepping back from La Gare and Applegarth House. It is hard to understand why this suddenly no longer applies.

When the currently development and his architectural team were presenting to the residents of La Gare some months ago they were at pains to acknowledge the importance of stepping back. The scheme under consideration is completely different, rising sheer from the northern end of the La Gare roof gardens to a height of 14 storeys. The scheme has an overpowering relationship to La Gare apartments and no supportive argument can be made in relation to La Gare, or indeed the total overpowering of the access and amenity space between La Gare and Applegarth House.

The presence of Palestra is seen as a precedent to go to the height of 14 storeys for Octavia House, but this building fronts Blackfriars Road first and foremost. However that building totally overpowers and intimidates residents in Rowland Hill House and contributes to the increasing wind tunnel effect along Union Street. The new Octavia House will do the same.

If allowed at 14 storeys on streets as narrow as Union Street, Octavia House also sets a dangerous height and bulk precedent for redevelopment all around the adjacent streets. Southwark's own policies acknowledge taller buildings along Blackfriars Road in the full acknowledgement that on small streets buildings will be smaller. In the Blackfriars Draft SPD it is acknowledged that Blackfriars Road is where the greatest height increase will be allowed. And equally that scale should reduce as you move away from that major street. Octavia House as currently proposed, flies in the face of this policy. Indeed it is a taller than a recent permission granted for a building on Blackfriars Road at the western end of Surrey Row.

There is concern that the scheme would result in overlooking which the applicants convinced us at a presentation that it would not owing to a special louvered cladding. The detailed plans do show a louvered cladding but with sufficient gaps to allow overlooking a roof terrace at 53 and windows of apartment on the top of 51 (La Gare apartments).

#### **Local resident, 136 Rowland Hill House SE1 (objection)**

Whilst welcoming the giving of a home on Union Street to the London School of Contemporary Music (it will be change from the normal hotels, flats, and student residences with which this area is currently overloaded) it is considered that

The proposal for 14 storeys is over the planning policy limit for the side streets in this area. Its design (now reversed from what was a fairly imaginative proposal) is bulky, square and unimaginative. This street is the main entrance for visitors going to the Tate Modern and some effort should be made to have designs that have some design merit.

The design involves removing an amenity from long standing residents of Applegarth (their garages) in order to force in an unsuitable and bulky building. As usual residents will suffer a loss from the development including in this case, loss resulting from overshadowing of one of their green space, a garden well used and loved by them. It is worth pointing out that older people and children particularly value such small oases amidst this greatly overdeveloped area.

The wind tunnel in Union Street created by the ghastly Palestra building and other developments is already a serious concern. The report attached to this planning application is a desk report and in adequate, yet even this raised significant concerns. The planning committee must act responsibly and insist on proper scientific study of the problems as they exist and in the future with the addition of Octavia House.

There will be yet more residents in an area with grossly inadequate open space and amenities.

There is also the issue of vehicle and pedestrian access to Nelson Square and Applegarth House both during and over construction.

**Local Resident, SE1, no address given (objection)**

Why is it necessary to build 14 storeys which would tower above all the blocks of flats in Nelson Square and be out of keeping with the surroundings.

Parking in this area is already at a premium without adding to it making it even more difficult for residents.

Contemporary Music must mean more unavoidable noise in an already busy and noisy part of London even if soundproofing is incorporated in the construction.

Is it intended to be yet another ugly soulless glass house monstrosity as we already have on the north side of Union Street.

**Local resident, no address given (objection)**

The current submission for the redevelopment of Octavia House on Union Street is wholly unacceptable in its present form and represents gross overdevelopment of a very tight site and total disregard for the impact it has on its immediate neighbours.

The London School of Contemporary Music is also a welcomed neighbour on the proviso that adequate sound insulation is guaranteed

The current submission may result in overlooking issues.

The height and bulk of the development and adjacency to its neighbours. As residents in and around Nelson Square we are aware of the cogent arguments put forward to grant the earlier permission and see absolutely no reason for these to be altered to satisfy this new and radically oversized submission.

**John Smart Architects, 124 Southwark Street SE1 (support)**

In addition to the architectural design merits we believe the proposed building is sympathetic and measured response aligned to the general redevelopment of the surrounding area and has a commendable mix of educational space and residential space (including affordable units) which will bring welcome benefits to the local community.

**Business Owner, 23-39 Great Suffolk Street SE1 (support)**

As a local business that owns a Health and Fitness club: I support the application and welcome the design and mix of the Music College and new residents'.

**Former LCCM Student, no address given (support)**

As a student I studied on a 2 year HND course in trumpet at LCCM before the development of their BMus degree courses. Due to my experiences, I eagerly continued onto taking the degree in music production. I have consequently witnessed LCCM evolve and grow considerably as years have gone by.

In my opinion, the quality of teaching and the skill sets of the tutors is second to none. The LCCM has always retained a unique ethos, intention and identity without ever compromising its aims to assure students such as myself become consummate professionals in our fields. The directors simply put, have a true belief in providing an education that gives budding musicians, songwriters, composers and producers the skill

sets needed to make them today's professionals.

Since leaving in 2009 I have joined as an admissions assistant and have been involved in a number of professional music jobs via the tutors recommendations. I feel privileged to have great support by LCCM to be able to evolve my music endeavours after leaving and i know that they have helped other leavers as well as myself.

To be able to expand and evolve within their central London hub would improve the local community immensely. LCCM are always involved with the local community be it helping the council assisting in music education to providing customers for the varied coffee and food/pub outlets. On top of this LCCM are providing jobs to local citizens in our resources team, cleaners and facility equipment.

The local area is awash of creative and tourist hotspots that we promote when potential students come for their auditions they can make a day to absorb the area. I am very excited about opportunities that the music box will bring.

**Former LCCM Student, no address given (support)**

We need facilities like LCCM in Southwark as the area has for centuries been known for its artistic heritage and long may this continue.

**Resident, 32 Quadrant House, Burrell Street, London SE1 0UW (support)**

We need facilities like LCCM in Southwark as the area has for centuries been known for its artistic heritage and long may this continue.

**Resident, 8 Greswell Street, London SW6 6PP (support)**

The scheme would create a dynamic and valuable resource to the local area and provide much needed education facilities for people wanting to gain skills for the creative industries.

**Resident, 122 Underhill Road, London SE22 0QJ (support)**

LCCM is an organisation dedicated to the highest standards in music education, Darius Kwaji and his staff are committed to bringing together an extraordinary range of musicians on the freelance teaching staff and making their experience available to the widest possible range of students. The college has grown in a positive and sustainable way providing a wide range of full time and part time courses that promote an ever increasing number of regular concerts and club performances by students in various London venues including many within the immediate vicinity.

The new building will allow LCCM to expand its courses into media beyond just music and to reach out to the local community to involve local Southwark resident in this vital cultural resource.

As a Southwark Resident, I strongly believe that LCCM should stay within the borough and that this new building will ensure the future of this unique institution in its current location.

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## RECOMMENDATION

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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.

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<b>Applicant</b>	c/o Deloitte Real Estate	<b>Reg. Number</b>	13/AP/3815
<b>Application Type</b>	Full Planning Permission		
<b>Recommendation</b>	Grant subject to Legal Agreement and GLA	<b>Case Number</b>	TP/1474-235

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### Draft of Decision Notice

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**Planning Permission was GRANTED for the following development:**

Redevelopment of 235-241 Union Street (Octavia House), including garages and substation to the rear and adjoining Network Rail land to provide a 14 storey building (max. building height 44.2m AOD) for the London Centre of Contemporary Music at basement, ground, first, second, third and fourth floors (Use Class D1), a ground floor cafe (Class A3), and 55 residential units (Class C3) across the fifth to fourteenth floors including associated cycle parking, one on-site car parking space; re-provision of 8 garages and landscaped public realm.

**At:** OCTAVIA HOUSE, 235-241 UNION STREET, LONDON, SE1 0LR

**In accordance with application received on 07/11/2013**

**and Applicant's Drawing Nos.** Planning Statement, Design and Access Statement prepared by SPPARC Architecture, Town and Visual Assessment prepared by SPPARC Architecture, Daylight and Sunlight Report prepared by Deloitte Real Estate, Energy Strategy Report prepared by SVM Consulting Engineers, Sustainability Assessment prepared by Deloitte Real Estate, Residential Travel Plan prepared by TTP Consulting, Transport Assessment prepared by TTP Consulting, Education Travel Plan prepared by TTP Consulting, Noise Impact Statement prepared by EQUUS Partnership Ltd, Flood Risk Assessment prepared by Pell Frischmann, Air Quality Assessment prepared by Air Quality Consultants Ltd, Desk Study and Ground Investigation Report prepared by Pell Frischmann, Supplementary Desk Study - Groundwater Monitoring Report and Supplementary Site Investigation Strategy prepared by RPS, Wind Study prepared by BMT Fluid Mechanics Ltd, Ecological Assessment Prepared by Aspect Ecology and a Viability Appraisal.

**Existing Plans:**

US-E-00-OS-01-01 Existing Site Plan P1, US-E-20-B1-01-01 Existing Basement Plan P1, US-E-20-0G-01-01 Existing Ground floor Plan P1, US-E-20-01-01-01 Existing First Floor Plan P1, US-E-20-02-01-01 Existing Second Floor Plan P1, US-E-20-0R-01-01 Existing Roof Plan P1, US-E-25-MF-01-01 Existing North Elevation - Union Street P1, US-E-25-MF-01-02 Existing West Elevation - Nelson Square P1, US-E-25-MF-01-03 Existing South Elevation P1, US-E-25-MF-01-04 Existing East Elevation P1.

US-E-26-MF-01-01 Existing Section S1 P1, US-E-26-MF-01-02 Existing Section S2,  
US-E-80-MF-01-01 Existing Area & Accommodation Schedule P1

US-D-20-B1-01-01 Demolition Basement Plan P1,

US-D-20-0G-01-01 Demolition Ground Floor Plan P1  
US-D-20-01-01-01 Demolition First Floor Plan P1  
US-D-20-02-01-01 Demolition Second Floor Plan P1  
US-D-0R-01-01 Demolition Roof Plan P1,

US-D-25-MF-01-01 Demolition North Elevation - Union Street P1  
US-D-25-MF-01-02 Demolition West Elevation - Nelson Square P1  
US-D-25-MF-01-03 Demolition South Elevation  
US-D-25-MF-01-04 Demolition Roof Plan

**Proposed Plans:**

US-P-00-OS-01-01 Proposed Site Plan P1, US-P-20-B1-01-01 Proposed Basement Level P1, US-P-20-B1M-01-01 Proposed Basement Level P1, US-P-20-0G-01-01 Proposed Ground Floor Plan,  
US-P-20-01-01-01 Proposed Level 01 - LCCM Layout P1, US-P-20-02-01-01 Proposed Level 02- LCCM Layout, US-P-20-03-01-01 Proposed Level 03 - LCCM Layout P1, US-P-20-03M-01-01 Proposed Level 03 Mezzanine - LCCM Layout,  
US-P-20-04-01-01 Proposed Level 04 - Affordable Residential Layout P1,  
US-P-20-05-01-01 Proposed Level 05 - Market Residential Layout P1, US-P-20-06-01-01 Proposed Level 06 - Market Residential Layout P1, US-P-20-07-01-01 Proposed Level 07-09 - Market Residential Layout P1, US-P-20-10-01-01 Proposed Level 10 - Market Residential Layout P1, US-P-20-11-01-01 Proposed Level 11 - Market Residential Layout

P1, US-P-20-11M-01-01 Proposed Level 11 Mezzanine - Market Residential Layout  
 US-P-20-0R-01-01 Proposed Roof Plan P2, US-P-21-MF-01-01 External Wall Plan Detail P1, US-P-21-MF-01-11 External Wall Sectional Detail P2, US-P-21-MF-01-12 External Wall Sectional Detail P1, US-P-21-MF-01-13 External Wall Sectional Detail P1, US-P-25-MF-01-01 Proposed North Elevation - Union Street P1, US-P-25-MF-01-02 Proposed West Elevation - Nelson Square P1, US-P-25-MF-01-03 Proposed South Elevation P1, US-P-25-MF-01-04 Proposed East Elevation P1, US-P-26-MF-01-01 Proposed Section S1 P1, US-P-26-MF-01-02 Proposed Section S2 P1, US-P-26-MF-01-03 Proposed Section S3 P1, US-P-26-MF-01-11 Proposed Double Height Space Section Detail P1, US-P-35-03M-01-01 Proposed Level 03 Mezzanine - Exterior Reflected Ceiling Plan P1, US-P-90-0G-01-01 Proposed Ground Floor - Landscape Detail P1, US-P-80-MF-01-01 Proposed Area & Accommodation Schedule P2, US-P-80-MF-01-02 Proposed Residential Unit Schedule P5, Proposed Residential Habitable Room Schedule P4.

**Subject to the following thirty-four conditions:**

**Time limit for implementing this permission and the approved plans**

- 1 The development hereby permitted shall not be carried out otherwise than in accordance with the following approved plans:

US-P-00-OS-01-01 Proposed Site Plan P1, US-P-20-B1-01-01 Proposed Basement Level P1, US-P-20-B1M-01-01 Proposed Basement Level P1, US-P-20-0G-01-01 Proposed Ground Floor Plan,  
 US-P-20-01-01-01 Proposed Level 01 - LCCM Layout P1, US-P-20-02-01-01 Proposed Level 02- LCCM Layout,  
 US-P-20-03-01-01 Proposed Level 03 - LCCM Layout P1, US-P-20-03M-01-01 Proposed Level 03 Mezzanine - LCCM Layout, US-P-20-04-01-01 Proposed Level 04 - Affordable Residential Layout P1,  
 US-P-20-05-01-01 Proposed Level 05 - Market Residential Layout P1, US-P-20-06-01-01 Proposed Level 06 - Market Residential Layout P1, US-P-20-07-01-01 Proposed Level 07-09 - Market Residential Layout P1, US-P-20-10-01-01 Proposed Level 10 - Market Residential Layout P1, US-P-20-11-01-01 Proposed Level 11 - Market Residential Layout P1, US-P-20-11M-01-01 Proposed Level 11 Mezzanine - Market Residential Layout  
 US-P-20-0R-01-01 Proposed Roof Plan P2, US-P-21-MF-01-01 External Wall Plan Detail P1, US-P-21-MF-01-11 External Wall Sectional Detail P2, US-P-21-MF-01-12 External Wall Sectional Detail P1, US-P-21-MF-01-13 External Wall Sectional Detail P1, US-P-25-MF-01-01 Proposed North Elevation - Union Street P1, US-P-25-MF-01-02 Proposed West Elevation - Nelson Square P1, US-P-25-MF-01-03 Proposed South Elevation P1, US-P-25-MF-01-04 Proposed East Elevation P1, US-P-26-MF-01-01 Proposed Section S1 P1, US-P-26-MF-01-02 Proposed Section S2 P1, US-P-26-MF-01-03 Proposed Section S3 P1, US-P-26-MF-01-11 Proposed Double Height Space Section Detail P1, US-P-35-03M-01-01 Proposed Level 03 Mezzanine - Exterior Reflected Ceiling Plan P1, US-P-90-0G-01-01 Proposed Ground Floor - Landscape Detail P1, US-P-80-MF-01-01 Proposed Area & Accommodation Schedule P2, US-P-80-MF-01-02 Proposed Residential Unit Schedule P5, Proposed Residential Habitable Room Schedule P4.

Reason:

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

- 2 The development hereby permitted shall be begun before the end of 18 months from the date of the permission.

Reason

As required by Section 91 of the Town and Country Planning Act 1990 as amended, to secure the local benefits associated with the timely delivery of educational space required by the London College of Contemporary Music, taking account evidence submitted on viability and impact this has had on the level of affordable housing.

**Pre-commencement condition(s)** - the details required to be submitted for approval by the condition(s) listed below must be submitted to and approved by the council before any work in connection with implementing this permission is commenced.

- 3 No impact piling shall take place until a piling method statement (detailing the type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.

Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to impact on local underground sewerage utility infrastructure. The applicant is advised to contact Thames Water Developer Services on 0845 850 2777 to discuss the details of the piling method statement.

- 4 a) Prior to the commencement of any development, an additional site investigation and risk assessment shall be completed in accordance with section 4 of the RPS Supplementary Desk Study (ref: HLEI26176/001R, dated: Oct 2013) to assess the nature and extent of any contamination on the site post demolition of the existing structure. A Phase 2 (site investigation and risk assessment) shall be conducted and submitted to the Local Planning Authority for approval prior to the commencement of any remediation that might be required.
- b) In the event that contamination is present, a detailed remediation strategy to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and the natural and historical environment shall be prepared and submitted to the Local Planning Authority for approval in writing. The scheme shall ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation. The approved remediation scheme (if one is required) shall be carried out in accordance with its terms prior to the commencement of development, other than works required to carry out remediation, unless otherwise agreed in writing by the Local Planning Authority. The Local Planning Authority shall be given two weeks written notification of commencement of the remediation scheme works.
- c) Following the completion of the works and measures identified in the approved remediation strategy, a verification report providing evidence that all works required by the remediation strategy have been completed shall be submitted to and approved in writing by the Local Planning Authority.
- d) In the event that potential contamination is found at any time when carrying out the approved development that was not previously identified, it shall be reported in writing immediately to the Local Planning Authority, and a scheme of investigation and risk assessment, a remediation strategy and verification report (if required) shall be submitted to the Local Planning Authority for approval in writing.

Reason

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other off-site receptors in accordance with saved policy 3.2 'Protection of amenity' of the Southwark Plan (2007), strategic policy 13' High environmental standards' of the Core Strategy (2011) and the National Planning Policy Framework 2012.

- 5 No development shall take place, until a Construction and Environmental Management Plan (CEMP) has been submitted to and approved in writing by the Local Planning Authority. The approved statement shall be adhered to throughout the construction period. The Plan shall include:

- A commitment to adopt and implement of the ICE Demolition Protocol and Southwark's Environmental Code of Construction and GLA Best Practice Guidance;
- details on routes for construction vehicles, the types of vehicles expected, their frequency, their time of arrival and departure, cycle awareness training for drivers and any temporary traffic measures which might be required during the course of construction. (all construction access routes and access details also need to be approved by TfL);
- a detailed specification of demolition (including method and foundation piling) and construction works for each phase of development including consideration of environmental impacts and remedial measures;
- a scheme for recycling / disposing of waste resulting from demolition and construction work;
- details of the parking of vehicles of site operatives and visitors;
- details of loading and unloading of plant and materials and the storage of plant and materials used in constructing the development;
- details of the any maintenance of security hoarding that may be erected including decorative displays and arrangements for publicity and promotion during the scheme construction;
- measures to control the emission of dust and dirt during construction and details of acoustic screening and sound insulation measures ; and
- where appropriate wheel washing facilities.

Reason:

To safeguard the interests of residential transport and amenity to ensure that occupiers of neighbouring premises do not suffer a loss of amenity by reason of pollution and nuisance, in accordance with strategic policy 13 'High environmental standards' of the Core Strategy (2011) saved policy 3.2 'Protection of amenity of the Southwark Plan (2007), and the National Planning Policy Framework 2012.

**Commencement of works above grade** - the details required to be submitted for approval by the condition(s) listed below must be submitted to and approved by the council before any work above grade is commenced. The term 'above grade' here means any works above ground level.

- 6 Before any above-grade work hereby authorised begins, a site report detailing the proposed methods to minimise future occupiers exposure to air pollution as well as air quality impacts associated with the proposed mixed-use development shall be submitted to and approved in writing by the Local Planning Authority and the development



shall not be carried out otherwise than in accordance with any such approval given and the approved scheme shall be implemented prior to occupation of the development and shall be permanently maintained thereafter.

Reason:

To ensure that end users of the premises do not suffer a loss of amenity by reason of pollution in accordance with saved policy 3.2 Protection of amenity of the Southwark Plan 2007 and Strategic policy 13 High Environmental Standards of the Core Strategy 2011.

- 7 Before any above grade work hereby authorised begins, detailed drawings at 1:50 of a hard and soft landscaping scheme, showing the treatment of all parts of the site not covered by buildings (including cross sections, surfacing materials of any parking, access, forecourt or pathways layouts, materials and edge details and material samples of hard landscaping, including the treatment of the adjacent highway on Nelson Square and Union Street), shall be submitted to and approved in writing by the Local Planning Authority. The landscaping shall not be carried out otherwise than in accordance with any such approval given and shall be retained for the duration of the use. The landscape planting should contain a minimum of 30% fruit and nut bearing native plants.

Reason

So that the Council may be satisfied with the details of the landscaping scheme in accordance with The National Planning Policy Framework 2012 Parts 7, 8, 11 & 12 and policies of The Core Strategy 2011: SP11 Open spaces and wildlife; SP12 Design and conservation; SP13 High environmental standards, and Saved Policies of The Southwark Plan 2007: Policy 3.2 Protection of amenity; Policy 3.12 Quality in Design; Policy 3.13 Urban Design and Policy 3.28 Biodiversity.

- 8 1m x 1m sample panels of all proposed brickwork and vertical fins and detailing including mortar colour as well as samples of all external facing materials including doors and windows to be used in the carrying out of this permission shall be presented on site and approved in writing by the Local Planning Authority before above grade works in connection with any such approval given.

Reason:

In order that the Local Planning Authority may be satisfied that a high standard of design and detailing has been achieved in accordance with Policy SP12 of the Core Strategy 2011 Design and Conservation and Saved policies 3.12 Quality in design and 3.13 Urban design of the Southwark Plan (2007).

- 9 1:5/10 section detail drawings through:

soffit detail above entrance area;  
entrances;  
sample winter garden;  
parapets; and  
vertical fins;

to be used in the carrying out of this permission shall be submitted to and approved in writing by the Local Planning Authority before any above-grade works in connection with this permission are carried out; 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 design and details in accordance with Policy SP12 of the Core Strategy 2011 Design and Conservation and Saved Policies 3.12 Quality in Design and 3.13 Urban Design of the Southwark Plan (2007).

**Pre-occupation condition(s)** - the details required to be submitted for approval by the condition(s) listed below must be submitted to and approved by the council before the building(s) hereby permitted are occupied or the use hereby permitted is commenced.

- 10 A Post Construction Review Certificate (or other verification process agreed with the local planning authority in writing) shall be submitted to and approved in writing by the Local Planning Authority prior to occupation of the residential component of the development hereby permitted confirming that a Code for Sustainable Homes rating of 4 (or agreed equivalent) has been met for the residential accommodation.

Reason

To ensure the proposal complies with The National Planning Policy Framework 2012, Strategic Policy 13 - High Environmental Standards of The Core Strategy 2011 and Saved Policies 3.3 Sustainability and 3.4 Energy Efficiency of the Southwark Plan 2007.

- 11 Before the first occupation of the development hereby permitted a Service Management Plan, detailing how all

elements of the site are to be serviced (including the arrangements for waste collection and pick up), shall have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approval given and shall remain for as long as the development is occupied.

**Reason**

In order that the Council may be satisfied that arrangements for servicing of the building would not adversely impact upon the highway and to ensure the collection and storage of refuse will be practical, accessible and protect amenity in accordance with saved policies 3.2 Protection of amenity, 3.7 Waste reduction and 5.2 Transport Impacts of the Southwark Plan (2007), Strategic Policy 2 Sustainable Transport of The Core Strategy 2011 and The National Planning Policy Framework 2012.

- 12 Prior to the commencement of the ground floor cafe (Class A3), full particulars and details of a scheme for the ventilation of the kitchen to an appropriate outlet level, including details of sound attenuation for any necessary plant and the standard of dilution expected, shall be submitted to and approved by the Local Planning Authority and the development shall not be carried out otherwise than in accordance with any approval given.

**Reason**

In order to ensure that that the ventilation ducting and ancillary equipment will not result in odour, fume or noise nuisance and will not detract from the appearance of the building in the interests of amenity in accordance with The National Planning Policy Framework 2012, Strategic Policy 13 - High Environmental Standards of The Core Strategy 2011 and Saved Policy 3.2 Protection of Amenity of The Southwark Plan 2007.

- 13 Prior to the occupation of any part of the scheme hereby approved an updated Residential Travel Plan and Education Travel Plan which should include objectives, targets (including the base modal share), measures to achieve those targets and program of monitoring shall be submitted and approved in writing by the Local Planning Authority.

**Reason:**

To safeguard residential and transport amenity in accordance with saved policies 3.2 'Protection of amenity', 5.2 'Transport impacts', 5.3 'Walking and cycling of the Southwark Plan 2007 and the Sustainable Transport SPD 2010.

- 14 Prior to the commencement of the education use, cafe or occupation of any residential dwellings, an acoustic report detailing the rated noise level from any plant, together with any associated ducting, which shall be at least 10dB (A) below the lowest relevant measured LA90 (15min) at the nearest noise sensitive premises, shall be submitted to and approved in writing by the Local Planning Authority. The method of assessment is to be carried in accordance with BS4142:1997 'Rating industrial noise affecting mixed residential and industrial areas'. The plant and equipment shall be installed and constructed in accordance with any such approval given and shall be permanently maintained thereafter and the development shall be carried out otherwise than in accordance with any such approval given.

**Reason:**

To ensure that occupiers of neighbouring premises do not suffer a loss of amenity by reason of noise nuisance or the local environment from noise creep in accordance with the National Planning Policy Framework 2012, Strategic Policy 13 High Environmental Standards of the Core Strategy 2011 and Saved Policy 3.2 Protection of amenity of the Southwark Plan (2007).

- 15 Prior to any use of the LCCM space a scheme of sound insulation shall be submitted and approved in writing to the Local Planning Authority that shall be designed ensure that sound from amplified and non-amplified music and speech from the use shall not increase existing background noise levels, which shall be at least 10dB (A) below the nearest noise sensitive premises.

A validation test shall be carried on a relevant sample of the premises following completion of the development and results submitted to the Local Planning Authority for approval in writing.

**Reason:**

To ensure that occupiers of neighbouring premises and future occupiers of the residential accommodation above the education use do not suffer a loss of amenity by reason of noise nuisance or the local environment from noise creep due to sound from amplified and non-amplified music and speech from LCCM or other noise generating uses before the use commences.

- 16 Details of any external lighting and security surveillance equipment for external areas shall be submitted to and approved in writing by the Local Planning Authority before any such lighting or security equipment is installed. The development shall not be carried out otherwise in accordance with any such approval given.

## Reason:

In order that the Council may be satisfied as to the details of the development in the interest of the visual amenity of the area, the safety and security of persons using the area and the amenity and privacy of adjoining occupiers in accordance with Strategic Policy 12 Design Standards, Strategic Policy 13 High Environmental Standards of the Core Strategy 2011 and Saved Policies 3.2 Protection of amenity and 3.14 Designing Out Crime of the Southwark Plan 2007.

- 17 Prior to first occupation of the residential component of the development hereby permitted the design of the scheme of mechanical ventilation for the residential element of the development, including an appropriate inlet, appropriate outlet, details of sound attenuation for any necessary plant and any management or filtration mechanisms, shall be submitted and approved in writing by the local authority. The development shall not be carried out otherwise than in accordance with any approval given and shall be carried out before the residential accommodation is occupied.

## Reason:

In order to ensure that the ventilation of the residential elements is adequate and is protected from environmental noise and pollution and will not detract from the appearance of the building in the interests of amenity in accordance with The National Planning Policy Framework 2012, Strategic Policy 13 High Environmental Standards of the Core Strategy 2011 and Saved Policy 3.2 Protection of amenity of the Southwark Plan 2007.

- 18 Before the first occupation of the development hereby permitted details (1:50 scale drawings) of the facilities to be provided for the secure and covered storage of cycles to serve the residential accommodation and LCCM (including provision for visitors) shall be submitted to and approved in writing by the Local Planning Authority. The details shall demonstrate that access is convenient (minimising the number of doors) and include details of the mechanism that will be provided to facilitate access for users of the basement cycle storage (including design, power and position of the mechanism). The development shall not be carried out otherwise than in accordance with any such approval given.

## Reason

In order to the proposed cycle parking facilities are convenient for users in order to encourage the use of cycling as an alternative means of transport to the development and to reduce reliance on the use of the private car in accordance with Saved Policy 5.3 - Walking and Cycling of The Southwark Plan (UDP) July 2007, SP2 - Sustainable Transport of the Core Strategy 2011, Policy 6.9 - Cycling of The London Plan 2011 and Section 4 - Promoting Sustainable Transport of The National Planning Policy Framework 2012.

- 19 Details of bird and or bat nesting opportunities that will be integrated within the development shall be submitted to and approved in writing by the Local Planning Authority, prior to any superstructure works commencing on site, with due regard to the recommendations set out in the Ecology Report prepared by Aspect Ecology dated October 2013. The details approved shall be maintained thereafter.

## Reason:

To ensure the development provides the maximum possible provision towards creation of habitats and valuable areas for biodiversity in accordance with The National Planning Policy Framework 2012, Strategic Policy 11 Open spaces and wildlife and Strategic Policy 13 High environmental standards of The Core Strategy 2011 and Saved Policies 3.12 Quality in Design, 3.13 Urban design and 3.28 Biodiversity of the Southwark Plan 2007.

- 20 Details of the biodiverse green roofs (including the roof of the re-provided garages) shall be submitted to and approved in writing by the Local Planning Authority prior to any superstructure works commencing on site. The biodiverse roofs shall be:

have an extensive substrate base (depth 80-150mm); and  
planted and seeded with an agreed mix of species within the first planting season following the practical completion of the building works (focused on wildflower planting, and no more than a maximum of 25% sedum coverage).

The biodiverse green roofs shall not be used as an amenity or sitting out space of any kind whatsoever and shall only be used in the case of essential maintenance or repair, or escape in case of emergency.

## Reason

To ensure the proposed development will preserve and enhance the visual amenities of the locality and is designed for the maximum benefit of local biodiversity, in addition to the attenuation of surface water runoff, in accordance with The National Planning Policy Framework 2012, Strategic Policy 11 Open spaces and wildlife and Strategic Policy 13 High environmental standards of The Core Strategy 2011 and Saved Policies 3.12 Quality in Design, 3.13 Urban design and 3.28 Biodiversity of the Southwark Plan 2007.

- 21 The dwellings hereby permitted shall be designed to attain the following internal noise levels are not exceeded due to environmental noise:

Bedrooms - 30db LAeq, T\* and 45dB LAfmax

Living rooms - 35dB LAeq, T\*

T\* Night-time 8 hours between 23:00-07:00 and daytime 16 hours between 07:00-23:00

A validation test shall be carried out on a relevant sample of the premises following completion of the development and results submitted to the LPA for approval in writing before the residential accommodation is occupied.

Reason: To ensure that the occupiers and users of the development do not suffer a loss of amenity by reason of excess noise from environmental and transportation sources in accordance with Policies 3.1 Environmental Effects and 3.2 Protection of Amenity of the Southwark Plan (2007).

- 22 The habitable rooms within the development sharing a party ceiling/floor element with the LCCM shall be designed and constructed to provide reasonable resistance to the transmission of sound sufficient to ensure that NR25 due to noise from the education use is not exceeded. A report shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented prior to the commencement of the use hereby permitted and shall be permanently maintained thereafter and the development shall not be carried out otherwise than in accordance with any such approval given.

A validation test shall be carried out on a relevant sample of the premises following completion of the development and results submitted to the LPA for approval in writing prior to the occupation of the dwellings hereby approved.

Reason:

To ensure that future residential occupiers of the development do not suffer a loss of amenity by reason of noise nuisance and other excess noise from activities within the education premises in accordance with strategic policy 13 'High environmental standards' of the Core Strategy (2011), saved Policy 3.2 Protection of Amenity of the Southwark Plan (2007) and the National Planning Policy Framework 2012.

**Compliance condition(s)** - the following condition(s) impose restrictions and/or other requirements that must be complied with at all times once the permission has been implemented.

- 23 No roof plant, equipment or other structures, other than as shown on the plans hereby approved or approved pursuant to a condition of this permission, shall be placed on the roof or be permitted to project above the roofline of any part of the buildings as shown on elevational drawings hereby permitted unless otherwise agreed in writing by the Local Planning Authority.

Reason

In order to ensure that no additional plant is placed on the roof of the building in the interest of the appearance and design of the building and the visual amenity of the area in accordance with The National Planning Policy Framework 2012, Strategic Policy 12 - Design and Conservation of The Core Strategy 2011 and Saved Policies 3.2 Protection of Amenity and 3.13 Urban Design of the Southwark Plan 2007.

- 24 No pipes, flues, vents or ductwork shall be fixed on the external faces of the existing and proposed building unless approved by this Local Planning Authority in writing.

Reason:

In order to ensure that the materials and details are in the interest of the visual appearance of the building and townscape in accordance with The National Planning Policy Framework 2012, Strategic Policy 12 - Design and Conservation of The Core Strategy 2011 and Saved Policy 3.12 - Quality of design and 3.15 Conservation of the Historic Environment of The Southwark Plan 2007.

- 25 Notwithstanding the provisions of Parts 24 and 25 The Town & Country Planning [General Permitted Development] Order 1995 [as amended or re-enacted] no external telecommunications equipment or structures shall be placed on the roof or any other part of a building hereby permitted.

Reason

In order to ensure that no telecommunications plant or equipment which might be detrimental to the design and appearance of the building and visual amenity of the area is installed on the roof of the building in accordance with The National Planning Policy Framework 2012, Strategic Policy 12 - Design and Conservation of The Core

Strategy 2011 and Saved Policies 3.2 Protection of Amenity and 3.13 Urban Design of the Southwark Plan 2007.

- 26 Construction work for the development hereby permitted shall only be carried out between the hours of 08:00-1800 Monday to Friday and 08:13:00 on Saturdays and not at all on Sunday and Bank Holidays.

Reason:

To safeguard the amenities of the neighbouring residential properties from noise and disturbance, in accordance with the National Planning Policy Framework 2012, Strategic Policy 13 High Environmental Standards of the Core Strategy 2011 and Saved Policy 3.2 Protection of the Southwark Plan 2007.

- 27 A Post Construction Certificate (or other verification process agreed with the local planning authority in writing) shall be submitted to and approved in writing by the Local Planning Authority within six months of occupation of the LCCM component of the development hereby permitted confirming that a BREEAM rating of "Excellent" (or agreed equivalent) has been met for the education use.

Reason

To ensure the proposal complies with The National Planning Policy Framework 2012, Strategic Policy 13 - High Environmental Standards of The Core Strategy 2011 and Saved Policies 3.3 Sustainability and 3.4 Energy Efficiency of the Southwark Plan 2007.

- 28 The space hereby approved for education use (Class D1) shall be personal to the London College of Contemporary Music and shall not enure for the benefit of the land.

Reason

In granting this permission the Local Planning Authority has had regard to the special circumstances of the case and the benefits to the Town Centre, the adjoining Strategic Cultural Area and to the local community which will arise from the presence of the London College of Contemporary Music, which were material considerations in determining the application. This is in accordance with the National Planning Policy Framework (2012), the Blackfriars Road SPD 2014, and the Southwark Core Strategy 2011.

- 29 No vehicles shall be parked on the garage forecourt at any time, unless otherwise agreed in writing by the Local Planning Authority.

Reason:

To ensure that access to cycle parking and waste facilities are convenient and accessible in accordance with saved policies 3.7 Waste reduction and 5.3 Walking and cycling of the Southwark Plan

- 30 The energy saving measures identified in the energy strategy report prepared by SVM Consulting Engineers to reduce carbon emissions shall be provided in the development hereby approved, and thereafter maintained unless otherwise agreed in writing with the Local Planning Authority.

Reason:

In order to ensure a reduction in carbon emissions in the interest of sustainable development and in accordance with Saved policy 3.4 Energy Efficiency of the Southwark Plan, Strategic Policy 13 High Environmental Standards of the Core Strategy (2011) and Policy 5.2 and 5.7 of the London Plan July 2011 Consolidated with revised early minor alterations October 2013.

- 31 The refuse storage arrangements shown on the approved drawing no. US-P-20-0G-01-01 rev P1 Proposed Ground Floor Plan shall be provided and made available for use by the occupiers of the dwellings and commercial floorspace before they are occupied and the facilities provided shall thereafter be retained and shall not be used or the space used for any other purpose without the prior written consent of the council as Local Planning Authority.

Reason:

In order that the Council may be satisfied that the refuse will be appropriately stored on 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 and Policy 3.7 Waste Reduction of the Southwark Plan (2007).

- 32 No developer, owner or occupier of any part of the development hereby permitted, with the exception of disabled persons, shall seek, or will be allowed, to obtain a parking permit in the controlled parking zone in Southwark in which the application site is situated.

Reason:

To ensure compliance with Strategic Policy 2 Sustainable Transport of the Core Strategy (2011) and Saved Policy 5.2 Transport Impacts of the Southwark Plan (2007).

- 33 Development hereby permitted shall only be carried out in accordance with the submitted Flood Risk Assessment by Pell Frischmann.

Reason:

To reduce the risk of flooding to, and impact of flooding on, the proposed development and future occupants in accordance with Strategic Policy 13 High Environmental Standards of the Southwark Core Strategy 2011.

**Other condition(s)** - the following condition(s) are to be complied with and discharged in accordance with the individual requirements specified in the condition(s).

- 34 The use hereby permitted for D1 purposes shall not be carried on outside of the hours 07:00 to 22:00 on Monday to Saturday and on Sundays & Bank Holidays.

Reason:

To safeguard the amenity of future residential properties in accordance with The National Planning Policy Framework 2012, Strategic Policy 13 High environmental standards of The Core Strategy 2011 and Saved Policy 3.2 Protection of Amenity of The Southwark Plan 2007.

**Statement of positive and proactive action in dealing with the application**

The Council has published its development plan and core strategy on its website together with advice about how applications are considered and the information that needs to be submitted to ensure timely consideration of an application. Applicants are advised that planning law requires applications to be determined in accordance with the development plan unless material considerations indicate otherwise.

The pre-application service was used for this application and the advice given.

Negotiations were held with the applicant to secure changes to the scheme to make it acceptable and the scheme was amended accordingly.

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Peter Hills with  
St Mary's and St Paul's  
C of E Primary School

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No implied license exists. This drawing should not be used to calculate areas for the purposes of valuation. Do not scale this drawing. All dimensions to be checked on site by the contractor and such dimensions to be their responsibility. All work must comply with relevant British Standards and Building Regulations requirements. Drawing errors and omissions to be reported to the architect.

Revisions

**Fairview**  
NEW HOMES Ltd.

Prepared on behalf of Fairview New Homes by:  
Hawkins Brown  
159 St John Street London EC1V 4QJ  
020 7336 8030  
mail@hawkinsbrown.com  
www.hawkinsbrown.com

Project  
Salter Road  
Rotherhithe

Drawing  
Proposed Site Plan

Scale @A1 (@A3)	Date
1:500 (1:1000)	140507
Drawn by	Checked by
OSLO	SR
Job Number	Status
HB1472	Planning

Drawing No. & Revision  
1423\_DWG\_P\_00\_001







<b>Item No.</b> 6.2	<b>Classification:</b> Open	<b>Date:</b> 1 July 2014	<b>Meeting Name:</b> Planning Committee
<b>Report title:</b>	<b>Development Management planning application:</b> Application 14/AP/0309 for: Full Planning Permission  <b>Address:</b> FORMER SURREY DOCKS STADIUM, SALTER ROAD, ROTHERHITHE, LONDON SE16  <b>Proposal:</b> Redevelopment of the former Surrey Docks Stadium and land adjoining comprising demolition of existing buildings and erection of 103 residential dwellings (Use Class C3) in a series of buildings up to 4-storeys high, associated car parking and cycle parking, alterations to the existing vehicular access, enhancement to existing open space, associated landscaping, new pedestrian access/egress, creation of a new public park and associated works		
<b>Ward(s) or groups affected:</b>	Surrey Docks		
<b>From:</b>	Head of Development Management		
<b>Application Start Date:</b> 26 February 2014 <b>Application Expiry Date</b> 15 August 2014 (Planning Performance Agreement)			

## RECOMMENDATION

- 1 That members consider the application as it represents development affecting Metropolitan Open Land (MOL) and if so minded, grant planning permission subject to conditions and completion of a legal agreement.
- 2 In the event that the legal agreement is not entered into by 15 August 2014, then members authorise the Head of Development Management to refuse planning permission, if appropriate, for the reasons set out in paragraphs 155 and 156 of this report.

## BACKGROUND INFORMATION

### Site location and description

- 3 The application site comprises the former Surrey Docks Stadium and football pitch, a former Council depot and two areas of car parking, most of which is now overgrown. It measures 2.05 hectares and is located on the eastern side of Salter Road on the Rotherhithe Peninsula, approximately 1000m to the north-east of Canada Water Town Centre. There is vehicular access to the site from Salter Road.
- 4 The stadium and football pitch are located on the southern part of the site and have not been used since 2004, having previously been used by Fisher Athletic, a local Bermondsey / Rotherhithe football club. The stadium structures have fallen into disrepair and the football pitch has been used for open storage. The former Council depot is now being used for car garaging and repairs, although these uses are unauthorised and do not benefit from planning permission. The former depot did at

one point house a school, although the school building burnt down in 2004 and the school was subsequently relocated elsewhere in the borough. Both the former stadium and the depot are owned by the applicant.

- 5 The parking areas are located to the north and east of the former depot and for the last three years the northern car park was used for coach parking by a local youth hostel, although this has now ceased. The parking area to the east is known as The Dell and this area has become overgrown. Both of these parking areas are currently owned by the council.
- 6 The immediate context surrounding the site is predominantly residential, with a suburban character largely characterised by low scale two to three storey housing, open spaces and playing fields. There is a school to the north of the site on the opposite side of Salter Road (Peter Hills with St Mary's and St Paul's C of E School), Russia Dock Woodland is to the east, and the open Mellish Fields grassed sports ground is to the south.

### **Details of proposal**

- 7 Fairview Homes have sought full planning permission is sought for redevelopment of the site comprising demolition of existing buildings and erection of 103 residential dwellings and a new 0.94ha park. The dwellings would be located on the northern part of the site where the northern car park, former depot and stadium structures are located and the park would be created on the site of the existing football pitch. The new dwellings would be in the form of six separate blocks of up to four storeys high, with the blocks of flats arranged in a courtyard formation around a central amenity space. The buildings are described in the submission as plots A to E as follows:
- 8 Plot A - This would be a terrace of eight x part 2, part 3-storey houses with integral garages, located on the eastern part of the site with rear gardens backing onto the Dell. The Dell would remain undeveloped and would become a publicly accessible open space, with a new pathway provided to connect the existing dwellings to the east of the site to the new park. An electricity substation would be erected next to the northern-most house in this plot.
- 9 Plot B - This would be a terrace of five x 3-storey houses which would be located on the car park area on the northern part of the site .
- 10 Plot C - This would be a 4-storey block containing eight flats also located on the northern part of the site, next to the junction with Salter Road. It would be attached to plot B by way of a single-storey link element containing refuse storage and cycle parking.
- 11 Plot D - This would be a 4-storey block containing 29 flats located on the southern part of the site which would adjoin the proposed new park.
- 12 Plot E - This would be a 4-storey block containing 37 flats located towards the middle of the site. It would be almost c-shaped with frontages to Salter Road and along the existing access road, where it would then extend southwards into the site.
- 13 Plot F - This would be a 4-storey block containing 16 flats located on the south-western corner of the site with frontages to Salter Road and the new park.
- 14 The existing vehicular access would be retained and upgraded. Electronic gates would be installed across the access road approximately 20m back from the junction with Salter Road; these would be across the vehicular access only and the pedestrian access would remain unrestricted. There would be 53 parking spaces to serve the

development, including 8 integral garages and a car club space.

- 15 All of the buildings would predominantly be faced with brick, with elements of timber cladding. Metal and timber doors are proposed, and aluminium for the windows. The terraces of houses would have pitched roofs which would be clad with fibre cement slate and the flats would have a single-ply membrane roof.
- 16 The following mix of units is proposed:

<b>Unit size</b>	<b>Amount</b>	<b>Percentage</b>
1B1P	1	1%
1B2P	28	27%
2B3P	22	21%
2B4P	20	19.5%
3B4P	2	2%
3B5P	13	13%
4B4P	17	16.5%
<b>Total</b>	<b>103</b>	<b>100%</b>

- 17 The existing football pitch would be converted into a new 0.94ha park. It would be predominantly turfed, and would contain a new pathway running diagonally across the park connecting Salter Road with Ladago Mews to the south, seating, planting and new trees. There would be entrances to the park from within the residential development, from Salter Road and from Ladago Mews. An existing brick boundary wall on Ladago Mews would be lowered and new metal railings provided. Upon completion of the works ownership of the new park would be transferred to the Council, together with a maintenance contribution towards its future upkeep.

#### Amendments

- 18 A number of amendments have been made to the plans since the application was first submitted. The amendments include showing the location of the proposed gates on the access road, additional / revised windows to the flank elevations of the blocks of flats, revised balcony details and revisions to the parking layout and cycle parking.
- 19 This application is linked to item 6.3 on the committee agenda which has also been submitted by Fairview Homes (reference: 13-AP-0310). As detailed at paragraph 43 of this report there is a land use requirement in the Canada Water Area Action Plan (AAP) to provide sports facilities on the former stadium site. The proposed development would not include any sports facilities therefore planning permission is also sought to upgrade existing sports facilities at St Paul's Sports Ground which is approximately 100m to the north of the site on the opposite side of Salter Road. The applicant proposes to contribute towards the delivery of these works.

#### **Planning history**

- 20 There are a number of planning approvals dating from 1997 for alterations and extensions to the ancillary buildings associated with the stadium, including change of use of some lock-up units fronting Salter Road to retail units.
- 21 03-AP-1007 - Continued use of existing buildings as a school and retention of alterations to the existing facade, comprising addition of external fire escape and infilling to balcony together with changes to the internal layout. Planning permission was GRANTED on 10/11/2003.
- 22 05-AP-0590 - Proposed redevelopment of land to north of football ground involving demolition of all existing buildings and new development comprising 5 storey block at

front (Salter Road frontage) and 4 storey block at rear with roofed over ground floor area in between (landscaped to provide amenity space at first floor level), to provide 100 residential flats (mix of 1-bed, 2-bed and 3-bed units), retail shops at part ground floor (Salter Rd frontage) and new/enhanced facilities for Fisher Athletic F.C. (comprising new stand and accommodation for changing, referees, social, management and hospitality functions), with ground floor/ undercroft parking for 111 cars (for residential) and 1 space/loading bay for shops. Planning permission was GRANTED on 01/02/2006.

23 10-AP-1664 - Erection of a part 5 / part 6 storey development comprising 135 residential units (39x1 bed, 41x2 bed and 55x3 bed) and retail space (667sqm), public and private amenity space, landscaping, access and basement car parking. Planning application WITHDRAWN on 16/09/2010.

24 11-AP-0219 - Renewal of Planning Permission 05-AP-0590 was REFUSED on 27/04/2011 for the following reasons:

1) The proposal, by virtue of its unacceptable housing mix which includes an under provision of accommodation with 2 or more bedrooms and an under provision of family sized accommodation (3 bedrooms or more), fails to meet the housing needs of the borough contrary to Southwark Core Strategy Strategic Policy 7 'Family Homes', which requires 60% of units to have 2 or more bedrooms and 30% of units to have 3 or more bedrooms in the Suburban Zone.

2) The proposal, by virtue of its predominance of single aspect residential units, fails to provide high quality accommodation contrary to the aims of saved policy 4.2 'Quality of residential accommodation' in the Southwark Plan 2007 and Southwark's Residential Design Standards Supplementary Planning Document 2008, which requires a predominance of dual aspect units.

3) The proposal fails to demonstrate that it makes adequate provision for disabled residents contrary to the aims of saved policy 4.3 'Mix of dwellings' of the Southwark Plan 2007 and Southwark's Residential Design Standards Supplementary Planning Document 2008, which requires 10% of new residential units to be wheelchair accessible.

4) The proposal has failed to demonstrate that the proposal will make the fullest contribution to the mitigation of and adaptation to climate change and to minimise emissions of carbon dioxide. The proposal is therefore contrary to policies 4A.1 'Tackling climate change', 4A.3 'Sustainable Design and Construction', 4A.4 'Energy Assessment', 4A.6 'Decentralised Energy' and 4A.7 'Renewable Energy' of the London Plan 2008, Strategic Policy 13 'High environmental standards' in the Southwark Core Strategy 2011, and the Sustainable Design and Construction SPD 2009.

5) The proposal, by failing to provide for appropriate planning obligations secured through the completion of a S106 agreement, fails to ensure adequate provision of affordable housing and mitigation against the adverse impacts of the development through projects or contributions in accordance with policy 2.5 'Planning Obligations' of the Southwark Plan (2007), the Southwark Supplementary Planning Document 'Section 106 Planning Obligations' 2007 and policies 6A.4 'Priorities in Planning Contributions' and 6A.5 'Planning Contributions' of the London Plan 2008.

6) The proposal by virtue of insufficient information, fails to adequately demonstrate the level of flood risk. In the absence of an acceptable Flood Risk Assessment, the proposal is contrary to the aims of PPS25 'Development and

Flood Risk', saved policy SP16 'River Thames' in the Southwark plan 2007 and Strategic Policy 13 'High environmental standards' in the Core Strategy 2011, which seek to ensure development is designed to be safe and resistant to flooding.

- 25 An appeal was subsequently lodged and was DISMISSED on 01/03/2012. The Inspector concluded that there had been significant changes in relevant policies relating to housing mix, provision of wheelchair accessible housing, energy conservation, sustainability and flood risk. It was concluded that the proposal would not meet the objectives of these policies and without completed planning obligations, would fail to make appropriate and necessary provision for affordable housing and to meet the needs for infrastructure that would be likely to arise as a result of the development.
- 26 13-AP-4460 - Request for an Environmental Impact Assessment Screening Opinion for a development of 101 dwellings and 9,926sqm of open space. Decision issued on 10/01/2014 - EIA not required.
- 27 Pre-application advice was provided in advance of this application, the details of which are held electronically by the local authority. A number of meetings have been held with the applicant prior to the submission of this application. Discussions centred around the detailed design of the proposal, the quality of accommodation to be provided, and the proposed parking layout.

### **Planning history of adjoining sites**

#### Bacon's College

- 28 07-AP-0363 - New artificial turf pitch with fencing and flood lighting, two new five-a-side pitches with rebound fencing, flood lighting and synthetic surfaces, two cricket nets and a wicket with synthetic surfaces and an improved turf playing field (new topsoil and hard wearing grass) including one mini soccer pitch, two pitches for 16-18 year old's and sufficient space for softball/baseball, a jump pit and running tracks. New dropped kerb entrance to Mellish Fields for emergency access and new pedestrian route through the fields also proposed (amendment to application approved on 01/04/2004 ref 03-AP-2261 to include additional pitches and flood lighting). Planning permission was GRANTED on 03/05/2007.
- 29 11-AP-0889 - New sports hall store extension and reconfiguration of existing openings to the east elevation of the school. Within the enclosed courtyards we propose new first floor extensions of the library resource centre with roof lights introduces to the centre. The existing external staircase is to be reconfigured and openings reconfigured with the introduction of a canopy structure to the north courtyard area. Planning permission was GRANTED on 27/05/2011.

#### St Paul's Sports Ground, Salter Road

- 30 14-AP-0310 - Refurbishment of St Paul's Recreation Ground (Use Class D2) to include replacement and enlargement of the existing artificial playing surface; erection of a new single storey clubhouse and changing rooms; construction of two covered spectators stands with seating and standing areas, plus open spectator standing areas, two turnstile entrances from Salter Road, vehicular and cycle parking, new vehicular access onto Salter Road and boundary fencing. This application is UNDER CONSIDERATION and is item **XXX** on the committee agenda. As stated this application has also been submitted by Fairview Homes in order to address a requirement to provide sports facilities on the stadium site.

## KEY ISSUES FOR CONSIDERATION

### Summary of main issues

- 31 The main issues to be considered in respect of this application are:
- a) principle of the proposed development and conformity with strategic policies and the Canada Water Area Action Plan;
  - b) Metropolitan open land;
  - b) Environmental impact assessment;
  - c) Density;
  - d) Affordable housing;
  - e) Housing mix
  - f) Wheelchair accessible housing
  - g) Quality of accommodation
  - h) Impact upon the amenities of neighbouring residents and occupiers;
  - i) Impact of adjoining and nearby uses on occupiers and users of proposed development;
  - j) Transport;
  - k) Design;
  - l) Trees and landscaping;
  - m) Planning obligations (s106) and community infrastructure levy;
  - n) Sustainability;
  - o) Ecology;
  - p) Flood risk;
  - q) Contaminated land;
  - r) Air quality;
  - s) Statement of community involvement

### Planning policy

- 32 National Planning Policy Framework (NPPF)

Section 1 - Building a strong, competitive economy  
 Section 4 - Promoting Sustainable Transport  
 Section 6 - Delivering a wide choice of high quality homes  
 Section 7 - Requiring good design  
 Section 8 - Promoting healthy communities  
 Section 9 - Protecting Green Belt Land  
 Section 10 - Meeting the challenge of climate change, flooding and coastal change  
 Section 11 - Conserving and enhancing the natural environment

Planning Practice Guidance (2014)

- 33 London Plan July 2011 consolidated with revised early minor alterations October 2013

Policy 3.5 - Quality and design of housing developments  
 Policy 3.6 - Children and young people's play and informal recreation facilities  
 Policy 3.8 - Housing choice  
 Policy 3.9 - Mixed and balanced communities  
 Policy 3.12 - Negotiating affordable housing  
 Policy 3.19 - Sports facilities  
 Policy 5.1 - Climate change mitigation  
 Policy 5.2 - Minimising carbon dioxide emissions  
 Policy 5.7 - Renewable energy  
 Policy 5.11 - Green roofs and development site environs

Policy 6.4 - Enhancing London's transport connectivity  
 Policy 6.10 - Walking  
 Policy 6.13 - Parking  
 Policy 7.1 - Building London's neighbourhoods and communities  
 Policy 7.2 - An inclusive environment  
 Policy 7.3 - Designing out crime  
 Policy 7.4 - Local character  
 Policy 7.5 - Public realm  
 Policy 7.6 - Architecture  
 Policy 7.17 - Metropolitan open land

34 Core Strategy 2011

Strategic Policy 1 – Sustainable development  
 Strategic Policy 2 – Sustainable transport  
 Strategic policy 4 - Places for learning, enjoyment and healthy lifestyles  
 Strategic Policy 5 – Providing new homes  
 Strategic Policy 6 – Homes for people on different incomes  
 Strategic Policy 7 – Family homes  
 Strategic Policy 10 - Jobs and businesses  
 Strategic Policy 11 - Open spaces and wildlife  
 Strategic Policy 12 – Design and conservation  
 Strategic Policy 13 – High environmental standards  
 Strategic Policy 14 – Delivery and implementation

Southwark Plan 2007 (July) - saved policies

- 35 The Council's cabinet on 19 March 2013, as required by para 215 of the NPPF, considered the issue of compliance of Southwark Planning Policy with the National Planning Policy Framework. All policies and proposals were reviewed and the Council satisfied itself that the policies and proposals in use were in conformity with the NPPF. The resolution was that with the exception of Policy 1.8 (location of retail outside town centres) in the Southwark Plan all Southwark Plan policies are saved. Therefore due weight should be given to relevant policies in existing plans in accordance to their degree of consistency with the NPPF.
- 36 Policy 2.1 - Enhancement of community facilities  
 Policy 2.5 – Planning Obligations;  
 Policy 3.1 – Environmental effects;  
 Policy 3.2 – Protection of amenity;  
 Policy 3.3 – Sustainability assessment;  
 Policy 3.4 – Energy efficiency;  
 Policy 3.6 - Air quality  
 Policy 3.7 - Waste reduction  
 Policy 3.9 - Water  
 Policy 3.11 - Efficient use of land  
 Policy 3.12 – Quality in design;  
 Policy 3.13 – Urban design;  
 Policy 3.14 – Designing out crime;  
 Policy 3.25 - Metropolitan Open Land;  
 Policy 3.28 - Biodiversity  
 Policy 4.2 – Density of residential development;  
 Policy 4.2 – Quality of residential accommodation;  
 Policy 4.4 – Affordable housing;  
 Policy 4.7 – Non self-contained housing for identified user groups  
 Policy 5.2 – Transport Impacts;  
 Policy 5.3 - Walking and Cycling;

## Policy 5.6 – Car parking

Canada Water Area Action Plan (March 2012)

- 37 The part of the site which contains the former Council depot and stadium buildings are designated as proposals site 2 in the Canada Water AAP. This lists sports facilities and car parking ancillary to the use of the adjacent playing field as required land uses, with residential and retail listed as other acceptable uses. The estimated capacity is stated as 100 homes and up to 500sqm of retail use. The site specific guidance advises that the use of the site should not compromise the future viability and use of the adjacent playing field, which is designated metropolitan open land (MOL). All parts of the site fall within the suburban density zone and an air quality management area.
- 38 The Canada Water AAP is currently being reviewed and it is proposed that the estimated residential capacity for the site be reduced to 80 units to reflect its location in the suburban density zone. It is noted that the red line application site boundary extends beyond the proposal site designation to include the parking areas on the northern and eastern parts of the site and the football pitch to the south.
- 39 Supplementary Planning Documents
- S.106 Planning Obligations SPD 2007
  - Affordable Housing SPD 2008
  - Sustainability Assessments 2009
  - Sustainable Design and Construction SPD 2009
  - Sustainable Transport SPD 2010
  - Residential Design Standards SPD 2011
  - Draft Affordable Housing SPD 2011

**Principle of the proposed development and conformity with strategic policies and the Canada Water Area Action Plan**Loss of stadium buildings and football pitch

- 40 The proposed development would result in the loss of the existing football pitch and stadium buildings, albeit they have not been used since 2004 and are in very poor state of repair. Paragraph 74 of the NPPF states that open space, sports and recreational buildings and land including playing fields should not be built on unless an assessment has taken place showing that the land is surplus to requirements or the loss resulting from the development would be replaced by equivalent or better provision in a suitable location, or that the development is for alternative sports and recreational provision, the need for which outweighs the loss. Paragraph 2 of the National Planning Practice Guidance (NPPG) states that authorities and developers may refer to Sport England's guidance on how to assess the need for sports and recreation facilities.
- 41 Sport England's Planning Policy Statement entitled 'A Sporting Future for the Playing Fields of England' states that Sport England will oppose the loss of playing fields unless:
- i) A carefully quantified and documented assessment of current and future needs has demonstrated to the satisfaction of Sport England that there is an excess of playing field provision in the catchment, and the site has no special significance to the interests of sport.
  - ii) The proposed development is ancillary to the principal use of the site as a playing



field or playing fields, and does not affect the quantity or quality of pitches or adversely affect their use.

iii) The proposed development affects only land incapable of forming, or forming part of, a playing pitch, and does not result in the loss of or inability to make use of any playing pitch (including the maintenance of adequate safety margins), a reduction in the size of the playing areas of any playing pitch or the loss of any other sporting/ancillary facilities on the site.

iv) The playing field or playing fields, which would be lost as a result of the proposed development, would be replaced by a playing field or playing fields of an equivalent or better quality and of equivalent or greater quantity, in a suitable location and subject to equivalent or better management arrangements, prior to the commencement of development.

*v) The proposed development is for an indoor or outdoor sports facility, the provision of which would be of sufficient benefit to the development of sport as to outweigh the detriment caused by the loss of the playing field or playing fields.*

- 42 In relation to part i) of the criteria, the Council prepared a draft playing pitch strategy in 2009 and although the strategy has not been adopted, the evidence base for it provides an assessment of the supply and need for playing pitches in Southwark and was submitted as part of the evidence base behind the Canada Water AAP Examination-in-Public (core document number CDI34).
- 43 The draft strategy indicates that Rotherhithe has 9ha of playing pitches, the second highest amount in the borough after Dulwich. The quality of playing pitches was also assessed and it was noted that Surrey Docks Stadium was disused and it was classed as being average or poor and in need of investment. St Paul's sports ground, a neighbouring Council owned facility approximately 100m to the north-east of the site was also included in the assessment, and was given one of the lowest quality scores in the borough for community accessible pitches (59%).
- 44 The draft strategy advises that by 2026 and taking population growth into account, Rotherhithe would have an undersupply of mini-soccer pitches and a sufficient supply of pitches in remaining categories (adult football, junior football, cricket, adult rugby and junior rugby). An analysis of the supply concludes that when considering adult and junior football pitches together, overall there would theoretically be a sufficient number of pitches across the borough (para 5.73). Shortfalls in provision would be significantly reduced if the pitches of those schools which do not permit community access were made available, and if the carrying capacity of pitches were increased so that all pitches could sustain at least two games per week (Para 5.74).
- 45 Whilst the draft strategy recommends that generally existing playing pitches be protected unless the Sport England criteria are met, the action plan within the strategy recommends that the Council consider the disposal of the St Paul's site owing to a lack of management presence and additional capacity provided at Mellish Fields which was delivered whilst the strategy was being prepared. The St Paul's site was previously managed by Bacon's College but this arrangement ceased when the college obtained planning permission to upgrade Mellish Fields, and the college now uses that site instead. Mellish Fields is located next to the Surrey Docks Stadium and provides a full size, third generation synthetic turf pitch as well as 2 small-sized synthetic turf pitches, 2 full size football pitches, a mini-soccer pitch and a number of ancillary facilities such as cricket nets and athletics facilities.
- 46 Given that the draft strategy recommends that the St Paul's site be disposed of and the increased capacity delivered by the upgrade works to Mellish Field; it is

considered that the loss of the facilities would comply with section i) of the Sport England criteria.

- 47 The proposed development is for housing and a new park and no playing fields would be retained on the site, therefore the proposal would not comply with part ii) of the Sport England criteria. It would not comply with part iii) either because in theory the stadium could be brought back into use, although the likelihood of this happening is considered to be very low as explained below.
- 48 The stadium and football pitch have not been used since 2004 when it is understood that Fisher Athletic (now Fisher FC) ran into financial difficulties and vacated the site. As a result the team has ground-shared with Dulwich Hamlet at the Dog Kennel Hill Stadium for the last 10 years. The Surrey Docks stadium was subsequently taken into administration, has significantly deteriorated in condition ever since, and has been subject to unlawful commercial activities including the storage of scrap vehicles. The stadium and depot were purchased by the applicant in October last year, and the applicant is in the process of purchasing the car parking areas from the Council.
- 49 The existing stadium if in use would be able to accommodate 1500-2000 spectators and requires in the region of £1.5m to be spent on it to bring it up to standard. However, there is no known club which would take it on and spend the money required, or which could pay the rent to enable an investor to carry out the works. In terms of the possibility of Fisher FC using the site, Fisher is a player owned club which does not pay its players and currently attracts around 100 players to a game (home and away fans) and as such it would not be in a position to run the stadium. Whilst it is noted that a previous permission on the site did include sports facilities, that permission was never implemented and has now lapsed. As a result it is not considered that there is any realistic prospect of bringing the existing stadium back into use.
- 50 In relation to condition iv) of the Sport England criteria, it is considered that the proposal would comply. It is proposed to upgrade existing sports facilities at the neighbouring St Paul's sports ground in line with criteria iv. St Paul's sports ground is located in very close proximity to the application site and provides a full-sized synthetic turf pitch, mesh fencing and flood lighting. This facility has not been managed for a number of years owing to a lack of funding and its condition is deteriorating. The upgrading this facility would represent a more sustainable option in the long term than refurbishing the existing stadium owing to the costs involved and the lack of any identified end-user.
- 51 The facilities to be provided at the St Paul's site would comprise upgraded access and parking, a new artificial grass 3G pitch, a club house, two 150 seat spectator stands, fencing, lighting and a public address system, all of which are estimated to cost £950k. These works are subject to a separate planning application which has been submitted by the applicant (reference: 14-AP-0310) and which appears as item 3 on the committee agenda.
- 52 The applicant proposes to contribute £500k towards the work on the St Paul's site, which would secure the upgraded surfacing and parking, the new 3G pitch, fencing and lighting (phase 1 works) and this would need to be secured through a s106 agreement. In order to secure the remaining facilities (club house, spectator stand and PA system - phase 2 works) it is intended that Fisher FC and the Council will submit a joint application to the Football Foundation and the Football Stadia Improvement Fund for approximately £225k worth of funding and that the remaining £225k would be match-funded by the Council using section 106 monies, although this would require separate approval by the Planning Committee. Fisher FC wishes to return to its home area and if the funding is secured, would have a concession

agreement with the Council to play at the site every other Saturday and mid-week during the football season. It is anticipated that the upgraded facilities would be a shared community resource and the Council would seek to find a partner operator to manage the facility.

- 53 Sport England has supported the application for the works to the St Paul's site, but submitted a holding objection to the works on the former stadium site owing to the loss of the existing facilities and pending further information regarding the delivery of the works to the St Paul's site. In order to address this a Memorandum of Understanding between the applicant, the Council and Fisher FC has been submitted to Sport England which details what each party would be required to do to deliver the project. Sport England has reviewed this and has requested further information on the timing of the works to St Paul's and how this would be connected to the stadium site, together with information to demonstrate that the applicant's contribution of £500k is the maximum that it could support without making the scheme unviable.
- 54 Based on the current build programme it is anticipated that construction of the dwellings on the former stadium site would begin in January 2015 and would be completed in August 2016. The applicant has agreed that a clause can be inserted in the legal agreement preventing occupation of the last 20 private units in the development until and unless the phase 1 works on the St Paul's site have been completed. A further clause would be included preventing occupation of the final 10 private units on the stadium site until / unless a build contract for the phase 2 works has been signed.
- 55 In relation to part v) of the Sport England criteria, the proposal would not provide any indoor or outdoor sports facilities and would not therefore comply. However, with regard to the lack of any identified investor or end user for the existing stadium, the findings of the draft playing pitch strategy which recommended the disposal of the St Paul's, the improvements made to Mellish Fields and in addition to the £500k commitment towards upgrading the facilities on the St Paul's site (the Council's s106 toolkit would generate a contribution of £68,822 towards sports facilities for a development of 103 dwellings) officers consider that the proposal would comply with parts i) and iv) of the Sport England criteria and that the proposal can be supported in principle. Whilst the St Paul's sports ground is smaller than the existing stadium, an end-user has been identified and it is considered to be a more sustainable option in the long term. Given that the works to the St Paul's site are required in order to mitigate the loss of the existing facilities and to address the land use requirement for sports facilities on the former stadium site, Members are advised that this application could only be granted if the application for the St Paul's site is granted as well, otherwise there would be no new replacement 'stadium', just a new pitch. In light of this Members should defer making a resolution until both items have been considered.

#### Proposed houses

- 56 The provision of housing on the site would comply with the proposal site designation which lists residential as an acceptable use. Concerns have been raised by neighbouring residents in relation to overcrowding and that 103 units would be excessive, although this would not significantly exceed the 100 unit estimated capacity stated in the adopted AAP which was on a smaller site not including the northern car park. It is noted that 90 units would be provided within the boundary of the proposal site designation, below the estimated capacity. Notwithstanding that there are no objections in principle to developing this parking area to accommodate plots B and C, as it is not subject to any specific land use designation within the CWAAP and the use as coach parking was on a temporary basis and has now ceased.
- 57 Neighbouring residents have raised concerns that no retail would be provided on the

site and that a cafe, supermarket or swimming pool should be provided. However, the proposal site designation lists retail as another acceptable use rather than a required land use therefore no objections are raised. It is also noted that the provision of housing on the site would help support existing shops and services in the area. Although no sports facilities would be provided, the proposal would incorporate a new park which would offer opportunities for informal leisure and recreation and would contribute towards upgrading the St Paul's site.

- 58 To conclude the land use issues, it is considered that the principle of the proposed development would be acceptable and would comply with parts i) and iv) of the Sport England criteria. It is considered that the substantial benefits arising from the scheme including the removal of unsightly structures, the provision of new housing, a substantial new park and a contribution to upgrading a neighbouring sports facility would outweigh the loss of the existing stadium buildings and football pitch and would comply with the provisions of the NPPF.

### **Metropolitan Open Land**

- 59 The existing football pitch is designated MOL, and this designation extends into the south-eastern corner of the stadium part of the site which currently contains a building. London Plan policy 7.17 states that the strongest protection should be given to MOL, and this is reinforced through strategic policy 11 of the Core Strategy and saved policy 3.25 of the Southwark Plan. Saved policy 3.25 sets out which type of development may be permitted on MOL as follows:
- 60 i) Agriculture or forestry; or  
 ii) Essential facilities for outdoor sport and recreation, for cemeteries, and for other use of land which preserve the openness of the MOL and which do not conflict with the purposes of including land within MOL; or  
 iii) Extension of or alteration to an existing dwelling, providing that it does not result in disproportionate additions over and above the size of the original building; or  
 iv) Replacement of an existing dwelling, providing that the new dwelling is not materially larger than the dwelling that it replaces.
- 61 Any development on MOL is considered inappropriate although some development may be permitted in 'very special circumstances' and when considered essential as set out above. The proposal would result in inappropriate development on a relatively modest part of MOL of 106sqm associated with part of the stadium site; however, the area is not 'unbuilt' land as it is occupied by an existing building and any harm arising would be offset by a provision of an additional and equal area of open space abutting the new park. It is considered that the openness of the MOL would be maintained.
- 62 The provision of the new park would be a significant positive aspect of the scheme which would benefit the whole area. The works would be carried out by the applicant and would amount to £250k, and a clause would be included in the legal agreement to secure its delivery. Upon completion of the works the park would be transferred to the ownership of the Council with a maintenance fund of £250k and again, this would be secured through the legal agreement. The layout and facilities in the new park have been agreed with the Council's Parks and Open Spaces Service.
- 63 In relation to the MOL on part of the stadium site, it is proposed to build over this area which would contain the southern-most house in plot A, and objections have been received on this basis including the issue of precedent. The area in question is modest in size however, measuring only 160sqm and as noted it already contains a building. It is also noted that the previous permission on this site would also have built over this area.

- 64 By way of mitigation a land-swap is proposed whereby a 160sqm piece of land within the applicant's ownership on the western part of the site would be landscaped to form part of the new park and would be transferred to the Council together with the park upon completion of the works. This could then be designated as MOL through any future revisions to the Southwark Plan. Whilst paragraph 7.56 of the London Plan advises that development which involves loss of MOL in return for new open space elsewhere will not be considered appropriate, in this instance given that the new open space would be on the application site and abutting the current MOL boundary this is considered to be acceptable, and the particular circumstances of the case are such that it is not considered that an undesirable precedent would be set. The existing MOL contains a building and the new MOL would be landscaped to form part of the new park and would therefore be of greater amenity value than the MOL to be lost. The GLA has confirmed the acceptability of this approach and that the proposal raises no strategic issues, and the land-swap would need to be secured through the s106 agreement.

### **Environmental impact assessment (EIA)**

- 65 Prior to the submission of this application, a request for a screening opinion was submitted under the Town and Country Planning (Environmental Impact Assessment) Regulations 2011 'the Regulations'. The screening opinion was for a development comprising 101 dwellings on the site and 9,926sqm of open space (reference: 13-AP-4460).
- 66 A negative screening opinion was given, i.e. it was concluded that the proposed development would not require an EIA to be undertaken. It was concluded that according to the Regulations, the development could be classified as a Schedule 2 'urban development project' by virtue of its site area which exceeded 0.5ha. An assessment was therefore made as to whether the development was likely to have a significant effect upon the environment by virtue of its nature, size or location, based on a review of the Schedule 3 selection criteria for screening Schedule 2 Development.
- 67 It was concluded that the nature, scale and location of the development was such that it would not be likely to give rise to environmental effects of more than local significance. The site is not located within a 'sensitive area' as defined by the Regulations and based on the information submitted, it was found that no Environmental Impact Assessment would be required.
- 68 Given the similarities between the proposal subject to the screening opinion and that for which permission is now sought, it is considered that the proposal would not have a significant effect on the environment by virtue of its nature, size and location, and that based upon a review of the selection criteria set out in Schedule 3 of the Regulations, an EIA would not be required.

### **Density**

- 69 The site is located within the suburban density zone where strategic policy 5 of the Core Strategy permits a density range of between 200 and 350 habitable rooms per hectare, and this is reinforced through policy 24 of the CWAAP.
- 70 The submission advises that the density of the proposed development would equate to 342 habitable rooms per hectares (hrh), falling within the permitted range. It is noted that this is based on a site area of 0.96ha which includes the car park at the north of the site, the site of the former depot and stadium buildings and the Dell (but not including the proposed park or the former stadium). If the Dell were excluded, as it is not proposed to build on this area, the density would rise to 381hrh which would

exceed the permitted range. However, as set out below the quality of accommodation and impact upon the neighbouring properties is considered to be acceptable and it is not considered that the proposal would amount to an over-development of the site.

### **Affordable housing**

- 71 Strategic policy 6 of the Core Strategy requires a minimum of 35% affordable housing units to be provided on developments with 10 or more units, and requires the provision of 875 affordable homes in the Canada Water Action Area between 2011 and 2026. The affordable housing SPD assets out the method for calculating the affordable housing and advises that for developments of 15 or more units, affordable housing is calculated as a percentage of the habitable rooms rather than of the total number of units. In terms of tenure split, 70% social rented and 30% intermediate are required. Neighbouring residents have questioned the amount of affordable housing that the development would provide and how many of the homes would be for local people.
- 72 The development would provide 34 affordable units which would equate to 33% in terms of units or 35% in habitable rooms which would be policy compliant. The affordable units would be located in plots C and F of the proposed development. In terms of tenure mix there would be 30% social rented units (3 and 4-bed units), 35% affordable rented units (1 and 2-bed units) and 35% shared ownership which would broadly comply with the required tenure mix. The applicant has advised that the rent levels for the affordable rented units would be between 60 and 65% of market rent and it is recommended that this be secured through the legal agreement. Three wheelchair accessible units would be provided comprising 2 x 1B2P flats and a 2B3P flat. The mix of affordable units is set out below.

	<b>Social rented</b>	<b>Affordable rented</b>	<b>Intermediate</b>	<b>Total</b>	<b>Percentage by mix</b>
<b>1 bedroom</b>	0	3	7	10	29.5%
<b>2 bedroom</b>	0	9	3	12	35%
<b>3 bedroom</b>	6	0	2	8	23.5%
<b>4 bedroom</b>	4	0	0	4	12%
<b>Total units</b>	10	12	12	34	100%

- 74 It is recommended that clauses be included in the legal agreement to secure these units.

### **Housing mix**

- 75 Strategic policy 7 of the Core Strategy 'Family homes' requires developments of 10 or more residential units to provide at least 60% 2+bedrooms and at least 30% 3, 4 or 5-bedroom units within the suburban zone, with no more than 5% studio units to be provided. This is reinforced through policy 23 of the CWAAP, which also requires the 3+ bedroom units to have directly accessible amenity space.
- 76 The proposed development would provide 72% 2+ bed units and 31% 3+ bed units which would be policy compliant. The 3+ bed units would comprise a mix of town houses, duplex units and flats and they would all have direct access to private amenity space in the form of gardens or balconies.

### **Wheelchair accessible housing**

- 77 Saved policy 4.3 of the Southwark Plan requires at least 10% of all major new residential developments to be suitable for wheelchair users, except where this is not possible due to the physical constraints of the site.
- 78 There would be 10 wheelchair accessible units within the development which would equate to 10% provision. They would comprise 7 x 1-bed units, 3x 2-bed units and whilst the predominance of 1-bed units could limit their take up, there is no policy requirement for larger units to be provided. All of the units would be lifetime homes compliant.
- 79 Detailed layouts of the units have been provided and with the exception of the bathrooms which must be amended to wet rooms, the layouts would be acceptable and a condition in relation to the bathrooms is recommended. Following amendments to the plans the wheelchair accessible parking spaces would all be within a reasonable distance of the units, ranging from 5m to 30m away.

### **Quality of accommodation**

- 80 Saved policy 4.2 of the Southwark Plan 'Quality of accommodation' requires developments to achieve good quality living conditions. Further information is provided in the Residential Design Standards SPD which sets out minimum unit and room sizes, together with amenity space standards.
- 81 In terms of the layout of the proposed development, there would be good separation distances across the courtyard of a minimum of 21m, but with closer relationships at the flanks, with a minimum of 14m. All of the distances would exceed the 12m recommended in the Residential Design Standards SPD to maintain privacy where buildings would face each other across a street, and 87% of the units would be dual aspect which is welcomed.
- 82 The proposed units in block D would adjoin the new park, but it would not be possible to walk right up to the back of these units owing to a 3m wide planting strip within the park and their amenity space. As such it is not considered that the privacy or security of the units would be unduly compromised.
- 83 The cranked footprints of plots E and F is such that some of the units located next to each other at the inward facing corners would have a close relationship. Unit 58 on the ground floor of plot E would have a single bedroom at the rear, the window for which would be in close proximity to a communal pathway leading into the block which could raise privacy issues. However, detailed landscaping and boundary treatment details should be required by way of condition, and re-positioning the boundary treatment of the amenity space for this flat would improve privacy to the unit.
- 84 Units 57 and 63 in plot E (first floor) would have bedroom windows in quite close proximity to each other and whilst no direct overlooking would occur, there could be a perception of overlooking. In light of this a condition requiring details of an angled window to unit 57 is recommended, in order to direct views away from unit 63. This would affect a bedroom window in unit 57 but as the room would be served by two windows the quality of accommodation would not be compromised. It is also recommended that balcony screening to units 70 and 81 within this plot be secured by way of a condition, to ensure that the adjoining units would have an acceptable level of privacy.
- 85 The individual unit sizes within the development would be as follows:

<b>Bedspaces</b>	<b>Overall unit size</b>	<b>SPD minimum(average)</b>	<b>Amenity space</b>	<b>SPD Minimum</b>
1-bed	47sqm-67sqm	50sqm	5sqm-29.8 sqm	10sqm
2 bed	67sqm-93sqm	66sqm	6sqm-42sqm	10sqm
3 bed	86sqm-119sqm	85sqm	10sqm – 12sqm	10sqm
4-bed	119sqm – 145 sqm	95sqm	10sqm-58sqm	10sqm (50sqm for houses)

- 86 With the exception of unit 54, all of the units within the development would comply with or exceed the minimum unit and room sizes set out in the Residential Design Standards SPD; although the bathroom sizes are not listed in the schedule, the applicant has confirmed that they would exceed the 3.5sqm requirement.
- 87 Unit 54 within block E is shown as a 1-bedroom unit, albeit with a single bedroom, and at 47sqm it would be 3sqm below the required size for a 1-bedroom flat resulting in an undersized kitchen / living space. This would fail to provide an acceptable standard of living accommodation for future occupiers and a condition is recommended requiring this unit to be laid out as a studio flat, the minimum floor area for which is 36sqm which would be comfortably exceeded.

#### Amenity space

- 88 Section 3 of the Residential Design Standards SPD sets out the Council's amenity space requirements for residential developments and states that all flat developments must meet the following minimum standards and seek to exceed these where possible:
- 50 sqm communal amenity space per development;
  - For units containing three or more bedrooms, 10 sqm of private amenity space;
  - For units containing two or less bedrooms, 10 sqm of private amenity space should ideally be provided. Where it is not possible to provide 10 sqm of private amenity space, as much space as possible should be provided as private amenity space, with the remaining amount added towards the communal amenity space requirement;
  - Balconies, terraces and roof gardens must be a minimum of 3 sqm to count towards private amenity space.
- 89 All of the units within the proposed development would have access to private amenity space, in the form of a garden, balcony or terrace and all of the 3+ bedroom units would have at least 10sqm of private amenity space. Some of the smaller units would have less than the required 10sqm of amenity space, and overall the shortfall would be 211sqm across the development. However, 1,095sqm of communal amenity space would be provided within an attractive landscaped courtyard and in accordance with the approach recommended in the Residential Design Standards SPD, this would compensate for the shortfall in private amenity space. The proposal would provide 1,010sqm of publicly accessible amenity space at the Dell and a new 0.94ha park therefore overall a generous amount of amenity space would be provided, both for future occupiers of the development and neighbouring residents.
- 90 Section 3.2 of the Residential Design Standards SPD advises that children's play areas should be provided in all new flat developments containing the potential for 10 or more child bed spaces. A play area of 320sqm would be required to serve the development, and a door stop play area of approximately 50sqm would be provided in the communal court yard. As detailed in the planning obligations section of this report a contribution towards providing children's play facilities in the area would be provided.



### Internal light levels

- 91 A daylight and sunlight report based on the Building Research Establishment (BRE) Guidance has been submitted with the application which considers light to the proposed dwellings. The light levels to the rooms has been calculated using the Average Daylight Factor (ADF) which determines the natural internal light or day lit appearance of a room. The BRE guidance recommends that an ADF of 1% be achieved for bedrooms, 1.5% for living rooms and 2% for kitchens.
- 92 Four windows within the proposed development would fail to achieve the recommended ADF, the units affected being numbers 87, 89, 90 and 91 in plot F. These would all affect kitchen/diners which would achieve ADFs of 1.5% for units 87, 89 and 90 and 1.1% for unit 91 rather than the required 2%. All of the rooms affected would be long and narrow which would impact upon the results, and units 89 and 90 would also be affected by balconies above at second and third floor level. Whilst noted, these units would still provide a good standard of accommodation. They would benefit from large kitchen / diners with the cooking facilities located closest to the windows which would experience good levels of light, and the light to the dining areas would only be limited by the depth of the room.
- 93 In relation to external amenity space, the BRE guidance advises that for an area to appear adequately sunlight throughout the year, at least half of the garden or amenity area should receive at least 2 hours of sunlight on 21st March. A plan has been submitted which shows that all of the communal amenity space in the courtyard would comply with the BRE guidance and it is noted that the proposal includes the creation of an extensive new park on the southern part of the site.

### Noise

- 94 A noise assessment report has been submitted with the application which considers the existing noise environment and internal and external noise predictions for the proposed dwellings. It concludes that most of the noise experienced on the site is from traffic using Salter Road or aircraft overhead, and that noise within the units would fall within acceptable limits. The report has been reviewed by the Council's Environmental Protection Team and conditions are recommended, including limiting noise output from any plant associated with the development.

### Secure by Design

- 95 The Metropolitan Police Secure by Design Officer has advised that consideration should be given to secure windows and doors, access controls, boundary treatment and how mail delivery and utilities would be managed; communal entrances should be suitable to ensure that the development is secure and secure lobbies should be provided. The police have recommended that a condition be imposed requiring Secure by Design Certification be achieved, and this has been included in the draft recommendation.
- 96 Overall, whilst the relationship between some of the units in plot E would be close and subject to a condition in relation to unit 54, it is considered that a good standard of accommodation would be provided for future occupiers.

### **Impact of proposed development on amenity of adjoining occupiers and surrounding area**

- 97 Strategic policy 13 of the Core Strategy 'High environmental standards' seeks to ensure that development sets high standards for reducing air, land, noise and light

pollution and avoiding amenity and environmental problems that affect how we enjoy the environment in which we live and work. Saved policy 3.2 of the Southwark Plan states that permission will not be granted for developments where a loss of amenity, including disturbance from noise, would be caused. The adopted Residential Design Standards SPD expands on policy and sets out guidance for protecting amenities in relation to privacy, daylight and sunlight.

#### Proposed houses

- 98 Concerns have been raised by neighbouring residents that the proposed development would result in a loss of privacy, however there would be good separation distances to the nearest neighbouring dwellings, all well in excess of the 12m recommended by the Residential Design Standards SPD for properties facing each other across a street.
- 99 There would be a 24m separation distance to the front elevation of 12 Foundry Close, 42m to 37 Globe Pond Road, 24m to 1 Burnside Close and 30m to 35 Burnside Close, all of which would be sufficient to main good levels of privacy and outlook.
- 100 The BRE daylight and sunlight report submitted with the application considers the impact of the proposed development on the following neighbouring properties:
- 1, 2, 18, 19, 34 and 35 Burnside Close
  - 12-20 Beatson Walk
  - 34-36 Globe Pond Road
- 101 An objector has commented that sunlight to properties to the west of the site has not been considered. However, the BRE guidance advises that buildings need only be subject to detailed testing where a proposed building would bisect a 25 degree line taken from the centre of the lowest window of the neighbouring property. In accordance with the BRE guidance only the properties affected in this way have been subject to further testing.
- 102 The following tests have been carried out:
- Vertical Sky Component (VSC) - the amount of skylight reaching a window expressed as a percentage. The guidance recommends that the windows of neighbouring properties achieve a VSC of at least 27%, and notes that if the VSC is reduced to no less than 0.8 times its former value (i.e. 20% reduction) following the construction of a development, then the reduction will not be noticeable.
  - No-Sky Line (NSL) - the area of a room at desk height that can see the sky. The guidance suggests that the NSL should not be reduced to less than 0.8 times its former value (i.e. a 20% reduction).
  - Sunlight - Annual Probable Sunlight Hours (APSH). This should be considered for all windows facing within 90 degrees of due south (windows outside of this orientation do not receive direct sunlight in the UK). The guidelines advise that windows should receive at least 25% APSH, with 5% of this total being enjoyed during the winter months. It should not be reduced to less than 0.8 times its former value.
- 103 The report concludes that the impact upon all of the properties tested would comply with the BRE guidance. As such, none of the neighbouring properties would experience a noticeable loss of daylight or sunlight as a result of the proposed development.

### Proposed new park

- 104 It is not considered that the proposed new park would result in any loss of amenity to neighbouring occupiers, only an enhancement. Whilst new entrances are proposed opposite residential properties in Lagado Mews, people are likely to arrive at and leave the park in a dispersed manner, and the park is likely to have less of an impact upon neighbouring occupiers than if it were used as a football pitch again. Concerns have been raised that the development as a whole would result in noise and disturbance to neighbouring occupiers, but it would be consistent with the neighbouring land uses and it is not considered that any undue noise and disturbance would occur.

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

- 105 It is not considered that any of the surrounding land uses would impact upon the use of the site for housing and a new park. The surrounding area is predominantly residential and the proposal would be consistent with this. There is much open space in the area, including Russia Dock Woodland and Mellish Fields, and the proposed development would sit comfortably within this context.

### Transport issues

- 106 Core Strategy policy 2 'Sustainable transport' asserts a commitment to encourage walking, cycling and the use of public transport rather than travel by car, and requires transport assessments to be provided with applications to show that schemes minimise their impacts, minimise car parking and maximise cycle parking to provide as many sustainable transport options as possible. Saved policy 5.1 of the Soutwark Plan is also relevant which requires major developments to be located near transport nodes. Saved policy 5.2 states that planning permission will be granted for development unless there is an adverse impact on the transport network or if adequate provision for servicing is not made, saved policy 5.3 requires provision to be made for pedestrian and cyclists and saved policies 5.6 and 5.7 relate to car parking. A Transport Assessment (TA) and Residential Travel Plan have been submitted in support of the application.

### Access and site layout

- 107 The site has a public transport accessibility level (PTAL) ranging from 1b to 2 (low) reflecting poor access to public transport. The nearest bus stops are on Salter Road approximately 60m and 120m from the site, and Rotherhithe Station is approximately 800m to the south. The site is not located in a controlled parking zone.
- 108 The existing access road provides vehicular and pedestrian access to the depot and former stadium, and pedestrian access to Foundry Close and beyond. It is proposed to retain and upgrade this access road, with works proposed to the junction. These works would require a separate highways agreement, but a condition is recommended requiring details of the visibility splays to be submitted for approval.
- 109 There is some uncertainty as to whether the existing road, although privately owned, has become a highway owing to it having been used by residents for a long period of time. In light of this the Council's Development Control Officer (Highways) has advised that it would only be possible to restrict use of the parking spaces to those living in the development if gates were provided across the vehicular access. The location of the proposed gates has been shown close to the junction with Salter Road between plots C and E.

- 110 However, the gates would need to be positioned a minimum of 12m back from the junction for highway safety reasons and a condition for revised details is recommended. This is likely to allow all but three of the parking spaces to sit inside the gates, and one of those spaces would be a car club space. The location of the car club space outside the gates would make it visible to a greater number of people and possibly encourage more widespread use. Although the two remaining space could be used by anyone regardless of where they lived, their location relative to neighbouring properties is such that they would most likely to be used by people living in or visiting the development.
- 111 Whilst the provision of gates is not an ideal solution, given the low PTAL it is considered important that as many of the parking spaces as possible only be for use by those living in the development. Pedestrian access through the site to Foundry Close and beyond would be unaffected as the gates would only cross the vehicular surface, and a clause would be included in the s106 agreement securing pedestrian access through the site from west to east in perpetuity.

### Pedestrians

- 112 Concerns have been raised by neighbouring residents that the development would impact upon the green chain route through Russia Dock Woodland and that the plans do not confirm if the existing walkway between Ladago Mews and the Woodland would be maintained.
- 113 In addition to retaining the existing pedestrian route from Salter Road to Foundry Close as detailed above, a new pathway is proposed through the Dell connecting it to the new park. Although the Dell would remain within the applicant's ownership and would be managed by a site management company, the applicant has confirmed that public access rights across it can be included in the s106 agreement which is considered to be a significant positive aspect of the scheme. Two pedestrian entrances to the park are shown from within the communal courtyard and between plots A and D and whilst no objections are raised in principle, the Councils' Parks and Open Spaces Service has advised that none of the units must be granted access rights into the park, and this is considered further in the planning obligations section of this report. The proposed development would not impact upon existing routes, but would provide new publicly accessible routes through the site which would be of benefit to neighbouring occupiers.
- 114 Given the increase in the number of people using the site, it is recommended that a new crossing be installed on Salter Road to provide a safe connection to the bus stops and shops beyond. The cost of a new crossing has been estimated as £40K and it is recommended that the site specific transport contribution for the development be put towards this.

### Trip Generation, Modal Split, Distribution and Assignment

- 115 The Transport Assessment concludes that the proposed development would generate 23 vehicles per hour in the morning peak (0800-0900) and 20 vehicles in the evening peak (1700-1800). This would represent a total net increase of 18 vehicle trips per day compared to the existing commercial activities which are taking place on the site at present, albeit unlawfully. Although concerns have been raised by neighbouring residents on the grounds of traffic generation, this increase is not considered to be significant and measures including the car club and travel plan would reduce travel by the private car.
- 116 It is noted that the site is in close proximity to a school located on the opposite side of

Salter Road, opposite the northern car park area. Its proximity is such that children living in the development would most likely travel to the school on foot and the new crossing to be secured through the legal agreement would provide safe passage. The access gates would prevent neighbouring residents from parking on the site when dropping off and picking up from the school, and vehicle speeds are likely to be low when entering and leaving the site.

#### Car parking

- 117 The location and layout of the proposed parking spaces is considered to be acceptable. Whilst the arrangement outside plot A would be somewhat unusual in that there would be three parallel parking spaces next to the private driveways for the houses, the layout has been amended so that the parallel spaces would be clearly segregated by landscaping, with private pathways leading to the houses.
- 118 The proposed development would provide 53 parking spaces including 8 integral garages for the houses in plot A, a car club space and 10 wheelchair accessible parking spaces; 20% active and passive electric vehicle charging points would be provided and this should be secure by a planning condition.
- 119 Based on the current position of the access gates, there would be 50 parking spaces within the development which would only be available for use by future occupiers. As the eight houses in plot A would have access to two parking spaces each, only one of the spaces should be counted to give the percentage of units which would have access to a parking space, and this would equate to 41% parking provision.
- 120 Whilst this level of parking would be quite low it has been arrived at with regard to census information regarding car ownership levels and in combination with measures such as the car club space, car club membership and travel plan, it is not considered that any unacceptable overspill parking would occur. It is also noted that the CWAAP requires an additional s106 contribution towards improving public transport in Canada Water, and this would be secured through the legal agreement. A condition should also be imposed requiring the integral garages to the houses in plot A to be retained as such, which would prevent them from being converted to habitable rooms without first obtaining planning permission.
- 121 In terms of how the parking spaces would be allocated, only the houses in plots A and B and the wheelchair accessible units would have their own specific spaces. All other spaces would be allocated on a first-come, first-served basis managed through a permit system, with residents potentially parking in a different space every day. If an occupier of one of the wheelchair accessible units did not require a parking space it could be made available to others, until and unless it was required by another wheelchair user.
- 122 It is not intended that the footpaths and roadways in the development would be adopted, therefore the parking arrangements would be overseen by a site management company which would impose fines if necessary. Visitor permits would be issued to each dwelling, although if all of the parking spaces were already taken up by the units, visitors would have to park on-street. A parking survey of the surrounding streets has been undertaken in relation to the linked application at St Paul's sports ground which indicates that there would be capacity on-street to accommodate this.

#### Cycle parking

- 123 The London Plan sets more onerous targets for cycle parking and is a more recent document than the saved 2007 Southwark Plan, therefore the London Plan standards

have been considered. For residential uses the London Plan requires 1 space per dwelling up to 45sqm and 2 spaces for all other dwellings. In this instance a total of 207 cycle parking spaces would be required to serve the development, including two visitor cycle spaces.

- 124 The proposed development would only provide 146 cycle parking spaces, 52% of which would be Sheffield stands or space pods and the remaining 48% josta stands. Whilst the location and type of cycle parking spaces would be acceptable, there would be a significant shortfall in the number of spaces. Whilst this is noted, rather than require the applicant to provide additional spaces straight away, it is recommended that their usage be monitored through the travel plan with a view to increasing provision if required.

#### Servicing and Waste Management

- 125 Each of the blocks of flats would have their own communal refuse / recycling stores, the sizes of which have been calculated in accordance with the Council's guidance, and the houses would have individual stores in their front gardens. Tracking diagrams have been submitted which demonstrate that refuse collection vehicles would be able to manoeuvre within the site and enter and leave in a forward gear.
- 126 Residents should be no more than 30m from their designated refuse store and the stores should be no more than 10m from the collection point. Whilst the travel distances for residents would be acceptable, the travel distance for refuse operatives would be exceeded in relation to plot F, as collection vehicles stopping on Salter Road would not be acceptable. In light of this a refuse holding area is shown on Salter Road and the site management company would move the bins to the holding area on collection day and take them back to plot F thereafter. This would enable the travel distances to be met and for all of the refuse collection to take place from within the site. To ensure that it would not be overly obtrusive in the streetscene, a condition requiring details of the holding area is recommended.

#### Impact on public transport

- 127 Concerns have been raised that the proposed development would result in increased pressure on public transport. However, the application has been reviewed by Transport for London (TfL) which has advised that the predicted trip generation figures are unlikely to adversely impact upon any TfL roads or to require any additional bus service capacity along Salter Road therefore no objections are raised. The contributions towards public transport improvements which would be secured through the legal agreement are noted.

#### Travel plan

- 128 The Travel Plan submitted with the application outlines the measures which would be used to encourage more sustainable modes of travel. Each unit within the development would be provided with a marketing pack which would provide details of the electric vehicle charging points within the development, details of car-sharing databases, the car-club scheme including 3 years membership for each eligible adult within the development, and details of walking, cycling and public transport routes.
- 129 The Travel Plan has been reviewed by the Council's Transport Planning Team and is found to be of a good quality. A condition is recommended to ensure that it is implemented, together with ongoing monitoring and review including monitoring the use of the cycle parking to ascertain whether additional provision would be required.

### Construction Impacts

- 130 Given its size, all of the construction work should be able to take place from within the site. The construction works, although temporary, could give rise to some noise and disturbance to neighbouring occupiers and comments from neighbouring residents and the proximity to the school are noted. A condition is therefore recommended requiring a construction management plan to be submitted for approval, detailing ways in which impacts such as noise and air pollution and impacts from construction vehicles would be minimised during building works.
- 131 Overall and subject to the measures outlined above, it is considered that the proposed development would not result in any adverse highway conditions.

### **Design issues**

- 132 The site is prominently located on Salter Road and benefits from an open setting to the south, which can be viewed from Lagado Mews with Russia Docks Woodland beyond. The surrounding buildings are suburban in character and range from modest 2-3 storey houses to the north, east and west of the site, with some taller buildings of 4 and 5-storeys to the west at the junction with Rotherhithe Street. The site is not in a conservation area and the nearest listed buildings are to the north and east of the site on Rotherhithe Street with buildings in between, and their settings would not be affected by the proposed development
- 133 The NPPF stresses the importance of good design and at paragraph 56 states that: "Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people." This is reinforced through strategic policy 12 of the Core strategy which states that "Development will achieve the highest possible standards of design for buildings and public spaces to help create attractive and distinctive places which are safe, easy to get around and a pleasure to be in." Saved policy 3.12 of the Southwark Plan is also relevant, which asserts that developments "should achieve a high quality of both architectural and urban design, enhancing the quality of the built environment in order to create attractive, high amenity environments people will choose to live in, work in and visit." and saved policy 3.13 asserts that the principles of good urban design must be taken into account in all developments, including height, scale and massing of buildings, consideration of the local context, its character and townscape as well as the local views and resultant streetscape.
- 134 The development would be arranged around an inner communal courtyard encircled by perimeter blocks. Outside the perimeter blocks a road would extend from Salter Road to provide access to the town houses along the northern and eastern sides of the site. All of the buildings would be brick with elements of timber cladding, which would be appropriate in this context.
- 135 The design can be broken down into the following components:
- The Salter Road frontage (plots C, E and F)
  - The central communal garden and plot D
  - Town houses on northern and eastern edges of the site (plots A and B)

### 136 The Salter Road frontage

This would comprise plots C, E and F, all of which would be 4-storeys high. Plot C would be located on the northern side of the access road and would adjoin plot B, and plots E and F would be located to the south of the access road. These blocks would have a cranked footprint and a gap between them.

Concerns have been raised by neighbouring residents that 4-storeys would be excessive in this location, and whilst it is noted that the nearest surrounding buildings are predominantly 2-3 storeys high, there are taller buildings further west at the junction with Rotherhithe Street. It is also noted that the previous permission on the site included a 5-storey building along the Salter Road frontage.

The buildings would be set 3m back from the pavement with gaps between them which would break up the built form and allow for a high proportion of dual aspect units and views through the development. In light of this the height and massing of the proposed development is considered to be acceptable.

In terms of their elevational detailing, the buildings would take on the aesthetic of the traditional warehouse buildings typical of the river frontage nearby. The elevations would address the street frontage positively, with the main edges of plots E and F lined with duplex units with front doors and front gardens facing onto the street. This would also give the elevations their proportions, typically with maisonettes at the base topped with two storeys of flats above. Careful consideration of the boundary treatment along this frontage would be required, and it is recommended that this be reserved by way of a condition.

Amendments have been made during the course of the application to provide additional / revised fenestration to the flank elevations of the buildings to ensure that they would provide adequate visual interest when viewed from the street. The balcony details have also been amended to provide diagonal braces which would add visual interest and develop the warehouse aesthetic.

#### The central communal garden

- 137 This space would be at the heart of the development and would be visible from the Salter Road frontage. It would only be for use by those residing in the development and would significantly contribute to the amenity of the flats around it, with all but two of the ground floor units having direct access to the space from their private gardens.

Care has been taken in developing the scheme to ensure that the landscaped courtyard would be well designed. In particular the design has been developed to ensure that there would be no parking in this area, and that it would be of sufficient size to accommodate the private amenity space requirements of the ground floor units as well as the communal provision for the remainder of the flats.

The southern side of the courtyard would be enclosed by plot D, which would be a 4-storey pavilion-style block overlooking the park. Amendments have been made to the design of this building reduce the height of the timber-clad top floor and to provide additional fenestration in its flank elevations. It would sit at the edge of the MOL and has been designed to be symmetrical, with a distinctive recessive top clad in timber to ensure that it would not be overly dominant, but would give the communal courtyard an appropriate sense of enclosure.

#### Town houses on northern and eastern edges of the site (plots A and B)

- 138 The inclusion of the town houses within the development is welcomed. This is a typology typical of the area which would enhance the mix of housing options that the development would provide. Moreover, locating the town houses at the northern and eastern edges of the site would taper the development down at its fringes, which would help it to sit well in relation to the smaller neighbouring buildings to the east.

Each house would have a small area of defensible space to the front which would



include refuse storage, and they would have gardens to the rear facing the Dell and Russia Dock Woodland. This arrangement and keeping the Dell as a publicly accessible space would ensure that the development would not extend to the edge of the woodland and would complement the open setting of the site by providing gardens at the northern and eastern edges. In order to preserve this relationship and to ensure that there would be no unacceptable encroachment towards the adjacent woodland, a condition removing permitted development rights from the proposed houses is recommended.

The town houses have been designed as two terraces with a distinctive gabled design facing onto the internal street. Plot A has been designed with a stepped height to give an articulated roof-line whilst plot B would be a continuous terrace. Amendments have been made to the rear elevations of plot A to include additional windows at ground floor level, and alterations have been made to the flanks. Overall the design of the proposed town houses is considered to be acceptable and they would fit well within this context.

It is noted that the elevations do not show the proposed substation, although basic details have been provided showing a simple pitched roof structure with a maximum height of 2.5m. A condition is therefore recommended to secure full details of the substation, and the applicant has advised that it would be enclosed by 1.8m high fencing.

The proposed landscaping to the park is considered below. The works to amend the boundary treatment along Lagado Mews and to provide new entrances from this street and Salter Road would be acceptable in design terms, and should be included in a condition to provide boundary treatment details for the entire site.

#### Design Review Panel Comments

- 139 An earlier version of the scheme was reviewed by the Design Review Panel on 11 November 2013 prior to the submission of this application. In summary, the Panel welcomed the proposal and the involvement of Hawkins Brown architects. They felt that the architects should go on developing their design to fulfill the promise of a good scheme, low in density and offering a good variety of typologies and mix in a wonderful landscaped setting.

They encouraged the architects to revise their scheme to clarify the fronts from the backs, reinforce the hierarchy of spaces and strengthen the architectural typologies before they submit a planning application. The scheme has been revised to address the points raised by the Panel, with primary frontages arranged to face onto streets and facades adjusted to compliment their settings.

To conclude in relation to the design of the proposed development, its layout, height, scale and massing are considered to be appropriate to its location and it would form an attractive addition to the streetscene. The quality of the scheme will rely to a great degree on the quality of the architectural detailing and the quality of the proposed landscaping, and these matters can be reserved by condition to ensure that the choice of facing materials and architectural details would deliver the warehouse aesthetic that the proposal seeks to achieve.

#### **Impact on trees and landscaping**

- 140 There are currently 50 trees on the site comprising 13 individual trees and a further 37 trees in seven groups, and a number of the trees appear to be growing out of some of the derelict buildings on the site. Whilst none of the trees are protected by a preservation order, there are four large London Plane trees along Salter Road which

are prominent in the streetscene.

- 141 A tree survey report has been submitted with the application which categorises the trees on the site; none are classified as category A trees (high value), 28 are classed as category B trees (moderate) and the remaining trees are category C (low) or U (unsuitable for retention).
- 142 The proposal would require the removal of 17 trees in total, comprising 12 of the individual trees (category B) and all of the trees within group 2 (category C) and group 7 (category U). Of particular note is the proposed removal of three trees from the Salter Road frontage which would undoubtedly result in the loss of some visual amenity in the streetscene.
- 143 It is noted however, that 79 new trees would be planted within the development including in the new park. Unfortunately owing to the presence of services beneath the grass on Salter Road it would not be possible to provide any new trees along this frontage, but given the extent of replacement tree planting no objections are raised. The Council's Urban Forester has advised of the stem girths that would be required for the new trees to ensure that there would be no loss of canopy cover, and it is recommended that this be secured by way of conditions.
- 144 The Council's Urban Forester has raised the possibility that the proximity of the back gardens of plot A to the trees within the Dell could in the future lead to requests for works to these trees to increase light to the houses and gardens. This could affect the woodland character of this area, which is to be retained in the applicant's ownership. It is therefore recommended that a condition be imposed requiring a management plan for the Dell to be submitted for approval, including a requirement for details of all tree works in this area to be submitted to the Council for approval in writing.
- 145 The landscaping for the proposed new park has been kept relatively simple, with the area to be predominantly grassed, with a new pathway, benches, tree planting and boundary treatment provided. A condition requiring a full landscaping plan to be submitted for approval is recommended, and this should also include landscaping for the proposed housing development.

#### **Planning obligations (S.106 undertaking or agreement)**

- 146 Saved policy 2.5 'Planning obligations' of the Southwark Plan and policy 8.2 of the London Plan advise that Local Planning Authorities should seek to enter into planning obligations to avoid or mitigate the adverse impacts of developments which cannot otherwise be adequately addressed through conditions, to secure or contribute towards the infrastructure, environment or site management necessary to support the development, or to secure an appropriate mix of uses within the development. Further information is contained within the Council's Planning Obligations Supplementary Planning Document. Policy 33 of the CWAAP requires developments to contribute towards strategic transport improvements in the area corresponding to the expected trip generation of the scheme. It states that contributions towards improvements to the surface transport network will be the Council's priority in negotiating s106 obligations.
- 147 Concerns have been raised by neighbouring residents that the plans do not propose to improve existing services and infrastructure. However, the legal agreement would secure contributions covering a variety of topic areas which would help to mitigate the impact of the development.

Topic Area	SPD Requirement	Applicant's Offer
Education	329,744	329,744
Employment during construction	£79,330	£79,330
Employment management fee	£6,003	£6,003
Public open space, children's play, sports development	£126,987	£17,153 for children's play equipment; £250k in-kind works to create new park; £250k maintenance fund for new park; £500k contribution towards St Paul's sports ground.
Transport strategic	£59,599	£59,599
Transport strategic CW supplement	£53,560	£53,560
Transport site specific	£51,500	£40k for new crossing on Salter Road
Public realm	£77,250	In-kind works to create park - see open space contribution above.
Health	£120,113	£120,113
Community facilities	£19,299	£19,299
Total	£923,385	£1,724,801 (this includes £750k worth of in-kind works)
Admin fee (2%)	£18,467.70	<u>£34,496.02</u>

### Affordable housing

- 148 As stated terms to secure the agreed affordable housing would need to be included in the s106 agreement, including a clause to the effect that no more than 50% of the private units could be occupied until and unless the affordable housing has been completed and setting the rent levels for the affordable rented units.

#### Public open space, children's play, sports development and public realm

- 149 The s106 toolkit generates a sum of £126,986 for the open space contribution (comprising £18,677 for open space, £17,153 for children's play equipment and £91,157 for sports development) and £77,250 towards public realm improvements. The applicant would provide the children's play equipment contribution and this would be secured through the s106 agreement.
- 150 The proposed works to create the new park would cost £250k and upon completion of the works the park and the new area of MOL would be transferred to the Council. The applicant has advised that with the exception of a small area to be used for a construction compound, the park would be completed early in the build programme. As stated it is anticipated that work to construct the dwellings would commence in January 2015 and would be completed in August 2016, and work would commence on the park in January 2015 with completion in May 2015. It is recommended that this be secured through the legal agreement to ensure that most of the park is available for use as the dwellings start to become occupied. The final section of the park containing the works compound should be completed within one month of the final unit being occupied, and again this should be secured through the legal agreement together with the £250k maintenance fund. In recognition of the extent of publicly accessible space that the development would provide, no objections are raised to the lack of a public realm contribution in this instance.
- 151 In relation to the sports facilities, a clause should be included in the legal agreement

preventing the final 20 units from being occupied until and unless the phase 1 works at the St Paul's site have been completed. A further clause is recommended preventing the final 10 units within the development from being occupied until and unless a build contract for the phase 2 works has been signed. The details of the intended community use of the St Paul's sports ground and how this should be secured is detailed in the officer report for that application.

#### Public access

- 152 The s106 agreement would also need to secure access rights through the development from Salter Road eastwards towards Foundry Close, and through the Dell to the new park. The plans show an access from the communal courtyard to the park, and another between plots A and D. The Council's Parks and Open Spaces Service has advised that no private accesses must be permitted into the new park and this too must be stipulated in the agreement. Whilst the gates could be provided, it must be made clear that no access rights would exist and the gates could be locked by the Council at any time once it owns the park. The applicant is still considering whether there would be public access rights along the internal street heading southwards. If no public access is granted the s106 agreement would need to make it clear that residents of the development would have no right of access to the park at this point either.
- 153 It is noted that the southern-most house in plot A would abut the proposed new park. It would therefore be necessary for the applicant to ensure that provision is made for maintenance access to the flank wall from within the park, and this would need to be considered separately.

#### Car club space

- 154 The s106 agreement should make provision for providing the car club space on site, including three years membership for each eligible adult within the development. Given the uncertainty regarding whether the area it would be located on has become a highway, it is recommended that the agreement retain a degree of flexibility in terms of how this is delivered. If it is concluded that the land is highway land then the Council would carry out the works and the applicant would have to meet the £5k cost of this. Otherwise it may be possible for the applicant to carry out the work in agreement with the car club provider.
- 155 In the event that the s106 agreement has not been signed by 15 August 2015 it is recommended that planning permission be refused, if appropriate, for the following reason:
- 156 The proposal, by failing to provide for appropriate planning obligations secured through the completion of a S106 agreement, fails to ensure adequate provision of affordable housing and mitigation against the adverse impacts of the development through projects or contributions in accordance with saved policy 2.5 'Planning Obligations' of the Southwark Plan (2007), strategic policy 14 'Delivery and Implementation' of the Core Strategy (2011), policy 8.2 'Planning obligations' of the London Plan (2013) and the Planning Obligations SPD (2007).

#### Mayoral Community Infrastructure Levy (CIL)

- 157 S143 of the Localism Act 2011 states that any financial sum that an authority has received, will, or could receive in the payment of CIL as a material 'local financial consideration' in planning decisions. The requirement for Mayoral CIL is a material consideration. However, the weight to be attached to a local finance consideration remains a matter for the decision-maker. Mayoral CIL is to be used for strategic

transport improvements in London, primarily Crossrail.

- 158 Based on the proposed floorspace of £8,366sqm, a CIL payment of £308,567 would be due.

### **Sustainable development implications**

- 159 Policy 5.2 of the London Plan requires major developments to provide an assessment of their energy demands and to demonstrate that they have taken steps to apply the Mayor's energy hierarchy. Policies 5.5 and 5.6 require consideration of decentralised energy networks and policy 5.7 requires the use of on-site renewable technologies, where feasible. A detailed Energy Statement has been submitted with the application detailing how the proposal would comply with the Mayor's energy hierarchy, together with a Sustainable Design and Construction Statement and Code for Sustainable Homes pre-assessment indicators.
- 160 All of the dwellings have been designed to achieve Code for Sustainable Homes (CSH) Level 4, and a condition to secure this is recommended to ensure compliance with strategic policy 13 of the Core Strategy.

161 Be lean - use less energy

The energy statement details how the scheme would incorporate a number of passive measures aimed at reducing the amount of energy required. These measures would include good levels of insulation for the roofs, external walls and floors, and through the use of high performance windows and doors. Other measures would include the use of energy efficient boilers and appliances, low energy lighting and timber from sustainable sources.

162 Be clean - supply energy efficiently

The proposed development seeks to supply the required energy as efficiently as possible and all of the units would use high efficiency gas condensing boilers. The strategy considers future connection to the South East London CHP (SELCHP) energy-from-waste plant located in Lewisham, but has discounted this on the grounds that it would be located over 2 miles from the network making connection difficult.

163 Be green - use renewable energy

The energy statement considers a range of renewable energy technologies but found a number of them to be unsuitable. The proposal would incorporate solar photovoltaic panels to supply electricity to the buildings they would be attached to and would generate 19% of the development's electricity supply. This would be marginally short of the 20% Core Strategy requirement but this shortfall is not significant and no objections are raised. It is noted that the roof plan for the proposed development does not show the location of the photovoltaic panels and this should be required by way of a condition. The applicant has advised that areas of brown roofs could be incorporated and this should also be shown on the roof plan.

The combined energy efficiency and renewable energy measures would reduce the carbon dioxide emissions from the development by 40% when compared to the 2010 Building Regulations. This would be policy compliant and conditions to secure this are recommended.

In relation to water use, the Sustainable Design and Construction Statement details how every dwelling would be provided with low water use fittings and appliances including flow regulators for all taps and showers and low volume and dual flushes;

water butts would be provided on down pipes to the blocks of flats and houses for re-use. It is noted that a neighbouring resident has raised the impact upon the sewerage system as a concern. However, Thames Water has advised that they have no objection to the proposal on this basis.

### **Ecology**

- 164 Strategic policy 11 of the Core Strategy 'Open spaces and wildlife' seeks to improve, protect and maintain a network of open spaces and green corridors and to protect important open spaces, trees and woodlands and site of importance for nature conservation. Saved policy 3.28 of the Soutwark Plan 'Biodiversity' requires biodiversity to be taken into account in the assessment of all planning applications and requires the submission of ecological assessments where relevant.
- 165 Concerns have been raised by neighbouring residents that the proposed development could give rise to harmful impacts upon wildlife. Given the derelict condition of most of the buildings on the site and its proximity to Russia Dock Woodland, a site of importance for nature conservation, an ecological assessment has been submitted in support of the application. The assessment concludes that most of the habitats within the site are common and widespread and are of no intrinsic ecological value.
- 166 Bat roosting and bat activity surveys have been carried out on the site and no evidence of bat roosts was found; moreover, none of the trees on the site were identified as being suitable for bat roosts. Whilst it is noted that it has not been possible to carry out internal examinations of all of the buildings due to their poor structural condition, no bats were recorded entering or emerging from the buildings during the activity surveys. There were 25 recorded incidences of bats during the survey, with the majority of activity being commuting through the site with four instances of bats foraging for short periods. The assessment notes that the habitats within the site provide some potential for bat foraging, with the trees and scrub at the edges of the site being of most interest.
- 167 Concerns have been raised regarding the adequacy of the bat surveys, although these have been reviewed by the Council's Ecology Officer and are found to be acceptable. Whilst there could be some loss of a commuting route owing to the loss of three trees on the Salter Road frontage, 79 new trees would be planted across the development and conditions would ensure that they would be of a sufficient size to provide replacement canopy cover. The Ecology Officer has suggested a number of conditions including for downward facing lighting and the provision of bird and bat boxes and these should be imposed upon any forthcoming planning permission.

### **Flood risk**

- 168 The site is located within flood risk zone 3 and as such a flood risk assessment has been submitted for approval. This has been reviewed by the Environment Agency and the Council's Flood and Drainage Team, both of which have recommended a condition requiring a sustainable urban drainage scheme (SUDs) to be submitted for approval, and this should be attached to any forthcoming consent.

### **Contaminated Land**

- 169 The application is supported by a Geotechnical and Geoenvironmental report which considers the levels of existing contaminants in the site and mitigating measures for dealing with these. The report concludes that the contamination risk at the site is generally considered to be low to medium and that mitigating measures could be used including the use of handstanding to act as a barrier and a capping layer of clean topsoil to the landscaped areas and gardens. The document has been reviewed by

the Council's Environmental Protection Team and a condition is recommended.

### **Air Quality**

- 170 Saved policy 3.6 of the Southwark Plan states that planning permission will not be granted for development that would lead to a reduction in air quality.
- 171 An air quality assessment has been submitted with the application which concludes that the air quality for the ground floor rooms facing Salter Road would fall within acceptable limits and that any changes in air quality caused by the development would be imperceptible. It does note that adverse conditions could arise from dust during the construction process, although this be addressed through the construction management condition.

### **Statement of Community Involvement**

- 172 A Statement of Community Involvement has been submitted with the application which details pre-application consultation that has been carried out by the applicant. It advises that the approach taken was to provide detailed information about the proposed development key stakeholders (locally elected representatives, local community groups and statutory bodies) and the local community, to answer questions about the proposals and to provide reassurance that key issues likely to affect the community have been addressed. It describes how a range of communication techniques were employed comprising one-to-one meetings with key stakeholders, presentations at public meetings arranged with local amenity groups and a 2-day exhibition between 21st and 23rd November 2013 which was attended by 88 people.
- 173 The Statement advises that attendees at the exhibition were asked to complete a questionnaire and provide feedback. 75% of attendees stated support for the proposal including the linked scheme at St Paul's sports ground and 25% expressed support but with reservations. In the main the attendees could appreciate the regenerative potential of creating a mixed-use scheme, but queries were raised regarding additional traffic movements and impact of the St Paul's proposals on the amenity of neighbouring occupiers.

### **Other matters**

- 173 Concerns have been raised by a neighbouring resident that insufficient time was allowed to respond to the proposal and that the Council's website is difficult to use. The consultation carried out on the application is detailed at Appendix 1 of the officer report and residents were given the required 21 days to comment. It is noted that a number of comments have been received after the 21 days and have been fully considered. All plans and documents submitted in support of the application have been displayed on the website and listed on the application documents page.

### **Conclusion on planning issues**

- 174 The proposed development is considered to be acceptable in land use terms. Although it would result in the loss of an existing stadium and football pitch, for the reasons outlined in the report this is considered to be adequately justified and the provision of a new park and a significant contribution towards upgrading a neighbouring sports facility would outweigh the harm caused. In reaching this conclusion regard is had to the poor condition of the existing stadium and the lack of any identified end-user. The provision of a new park would be a significant positive aspect of the scheme and an appropriate use of the MOL, and although a small area of MOL would be built upon, the particular circumstances of the case and alternative

provision within the site is such that no objections are raised. It is noted that a number of representations have been received in support of the application, including from a ward Councillor and the three ward Councillors for the Rotherhithe ward.

- 175 The density of the proposed development would be acceptable and 35% affordable housing would be provided based on habitable rooms. A policy compliant mix of units would be delivered, together with wheelchair accessible housing and a good standard of accommodation for future occupiers.
- 176 The proposal would not result in any significant loss of amenity to neighbouring occupiers and no adverse highway conditions would occur. It would be of an appropriate design which would sit well within this context, and although there would be some loss of trees including to the Salter Road frontage, extensive new tree planting and landscaping is proposed. A range of planning obligations would be provided including securing the delivery of the affordable housing, the new park, the replacement sports facilities and a new crossing on Salter Road. The proposal would be acceptable in relation to the Council's sustainability policies, ecology and flood risk and appropriate documentation has been provided in relation to contaminated land and air quality.
- 177 Overall it is considered that there would be significant benefits arising from this scheme, not just to those residing in the development but for the wider area. Regard has been had to the objections received from neighbouring residents, but it is not considered that there would be any basis for withholding planning permission. In light of this and subject to conditions and a s106 agreement it is recommended that planning permission be granted.

#### **Community impact statement**

- 178 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.
- 179 The impact on local people is set out above. The following issues relevant to particular communities/groups likely to be affected by the proposal have been identified above. The likely adverse or less good implications for any particular communities/groups have been also been discussed above.

#### **Consultations**

- 180 Details of consultation and any re-consultation undertaken in respect of this application are set out in Appendix 1. Details of consultation responses received are set out in Appendix 2.

#### Summary of consultation responses

- 181 Seven representations have been received objecting to the application on the following grounds:
- Overcrowding
  - 103 units excessive
  - Area already being built up
  - Building on MOL should not be permitted - precedent.
  - Open spaces essential for the community
  - No plans to improve services and infrastructure



- Overcrowding on Jubilee line and busses
- Harm to plants and birds
- Buildings too high
- Prefer cafe, supermarket or swimming pool
- Increased traffic
- Noise pollution.
- Impact on green chain through woodland
- Should be used for leisure purposes
- Impact on ecology including bats
- Over-density
- Traffic impact on local schools
- Question how many houses for local people
- Question how much affordable housing
- Not enough time to respond
- Website hard to use
- Impact on bats including roosting in existing buildings
- Loss of privacy
- Loss of daylight and sunlight - says no sunlight figures for properties to the west
- Construction impacts
- Impact on sewage system
- Plans don't confirm if existing walkway between Ladago Mews and the Woodland will be maintained - no impact on existing footpath.

182 Ten representations have been received in support of the application on the following grounds:

- Support provided four storeys max and no building on former pitches;
- Land undeveloped and unmaintained for too long;
- Must ensure pedestrian and vehicular traffic not affected.
- Site unattractive in current form;
- Good for residents if there were at least one commercial unit as non in this area;
- Will support Fisher FC returning to the area and the club is a huge asset to the community;
- Provision of new park and greening of the development will enhance the area and make the junction with Lagado Mews safer;
- Will regenerate two deteriorating sites with community focussed plans;
- Housing in the area is increasing so facilities such as this must increase.

183 One comment has been received in relation to the application:

- Current proposal better than previous scheme
- Site recently used for car boot sales and burning of tyres, producing noxious fumes;
- It would be the second open access space in 5 years is to be lost (St Pauls's and Mellish Fields)
- The layout and content of new park should be consulted on, especially with teenagers.

#### 184 **Human rights implications**

This planning application engages certain human rights under the Human Rights Act 2008 (the HRA). The HRA prohibits unlawful interference by public bodies with conventions rights. The term 'engage' simply means that human rights may be affected or relevant.

This application has the legitimate aim of providing a residential development and a new park. The rights potentially engaged by this application, including the right to a fair trial and the right to respect for private and family life are not considered to be

unlawfully interfered with by this proposal.

### SUPPLEMENTARY ADVICE FROM OTHER OFFICERS

Not applicable.

### BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Site history file: TP/536-C  Application file: 14/AP/0309  Southwark Local Development Framework and Development Plan Documents	Chief executive's department 160 Tooley Street London SE1 2QH	Planning enquiries telephone: 020 7525 5403 Planning enquiries email: planning.enquiries@southwark.gov.uk Case officer telephone: 020 7525 5410 Council website: www.southwark.gov.uk

### APPENDICES

No.	Title
<b>Appendix 1</b>	Consultation undertaken
<b>Appendix 2</b>	Consultation responses received
<b>Appendix 3</b>	Neighbour consultee list
<b>Appendix 4</b>	Recommendation

### AUDIT TRAIL

<b>Lead Officer</b>	Gary Rice, Head of Development Management	
<b>Report Author</b>	Victoria Lewis	
<b>Version</b>	Final	
<b>Dated</b>	16 June 2014	
<b>Key Decision</b>	No	
<b>CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER</b>		
<b>Officer Title</b>	<b>Comments Sought</b>	<b>Comments included</b>
Strategic director, finance & corporate services	No	No
Strategic director, environment and leisure	Yes	Yes
Strategic director, housing and community services	Yes	Yes
Director of regeneration	No	No
<b>Cabinet member</b>	No	No
<b>Date final report sent to Constitutional Team</b>	<b>20 June 2014</b>	

**Consultation Undertaken**

**Site notice date:** 13/03/2014

**Press notice date:** 13/03/2014

**Case officer site visit date:** 13/03/2014

**Neighbour consultation letters sent:** 10/03/2014

**Internal services consulted:**

Property Team  
Environmental Protection Team  
Planning Policy  
Transport Planning Team  
Public Realm Asset Management  
Public Realm Project Design  
Urban Forester  
Ecology Officer  
Waste Management Team  
Parks and Open Spaces  
Surface Water Flood Management Team  
Housing Regeneration Initiatives  
Archaeology Officer

**Statutory and non-statutory organisations consulted:**

Greater London Authority  
Environment Agency  
Transport for London  
Sport England  
Natural England  
Metropolitan Police  
London Fire and Emergency Planning Authority  
Thames Water  
EDF  
National Grid

**Neighbours and local groups consulted:** Refer to list in Appendix 3.

**Re-consultation:** Not required.

## Consultation Responses Received

### Internal services

#### Environmental Protection Team

Approval with conditions relating to internal noise levels, plant noise, contamination and a construction management plan. An informative is recommended in relation to air quality.

#### Planning Policy

No objections; comments incorporated into report.

#### Transport Planning Team

Comments incorporated in the report.

#### Public Realm Asset Management

Comments incorporated in the report.

#### Public Realm Project Design

No response received at the time of writing.

#### Urban Forester

A discrepancy exists in the Planning Statement which describes the loss of 8 trees. Regrettably, no arboricultural impact assessment has been provided. However, the arboricultural survey shows that in order to facilitate development one Category B Plane tree is to be retained.

Taking into account the 79 trees proposed in the outline landscape plan, and discounting category U and C trees, in order for there to be no net loss of canopy cover a total of 3056 cm stem girth needs to be replaced across both sites, equating to a minimum of size of 38cm per tree.

A tree planting condition is therefore necessary to include a defined minimum amount of tree planting based on the stem girth removed to facilitate development, as per relevant London Plan policy relating to canopy cover. Taken together the area offset to replace MOL, this will provide a net benefit in to amenity, should suitable landscaping be provided as above.

A concern remains regarding the impact of the layout where this backs onto Russia Dock Woodlands whereby former development has led to pressure to remove trees which overhang rear gardens, adversely affecting the woodland character of the park. This is especially relevant in regard to the potential loss and degradation of bat foraging habitat. This could be addressed by a covenant or other vehicle by which it is understood to purchasers that tree are to be retained intact. Alternatively, a TPO may be placed along the boundary of the park to protect trees and habitat most worthy of retention. Elsewhere, the concerns regarding internal courtyard layout and amenity have been successfully resolved to address conflicts with parking and amenity.

#### Ecology Officer

The ecological surveys contains an extended phase 1 habitat survey including a bat survey. The site has limited ecological features and is dominated by brownfield characteristics. Brownfield habitat is noted as important for invertebrates and birds. The bat surveys indicated that no evidence of bats

roosting were found in the structures on the site. Bat were recorded in the activity surveys. This is good news as the rare Nathusius pipistrelle was recorded on the site. The mature plane trees adjacent to the road appear to be used as a commuting route. If these trees are removed it is necessary to know how the loss of the bat commuting route will be mitigated - officer response - the Ecology Officer has subsequently confirmed that the new tree planting would mitigate this.

The site could benefit from biodiverse brown roofs which would reduce runoff and help with flooding mitigation. This will also replace the brownfield habitat present help the black redstart which has been recorded in the area. The plans do not appear to include any lighting plans and all the illustrations in the design and access statement show no lighting. The site is currently dark and details of lighting that will be included and how avoidance to bat foraging and commuting will be achieved are required.

The new open space is rather featureless and could be enhanced for biodiversity and people with natural play and ecological features. The sustainability survey states the development will include nesting features and bat roost features and these are best addressed through planning conditions - officer response - the design and layout of the new park has been agreed with the Council's Parks and Open Spaces Service.

#### Waste Management Team

No response received at the time of writing.

#### Parks and Open Spaces Service

Provision of new park welcomed. Public accesses onto the park would be acceptable but no private access would be permitted into the park and the gates would only act as a design feature. The gates shown leading from the housing development to the park would be acceptable, but it would need to be stipulated that no private access rights exist from the dwellings, and the gates would be locked at night.

General details and layout of the park would be acceptable, subject for conditions for landscaping, boundary treatment and any lighting; the applicant does not necessarily have to provide lighting within the park. The proposed maintenance fund of £250k would last around 5 years, possibly longer. The simple layout of the park should minimise maintenance requirements.

#### Surface Water Flood Management Team

Note that the flood risk assessment outlines possible surface water drainage options for the development but does not provide any specific details of this which can be formally reviewed. Recommend a condition for a SUDs scheme.

#### Archaeology Officer

The site is almost entirely located within the former Globe Pond, a timber proving pond within the dock complex. As such there will be little archaeology left to study. No archaeological response is necessary for this application.

### **Statutory and non-statutory organisations**

#### Greater London Authority

The application has been assessed and it is concluded that the proposal for redevelopment to provide 103 dwellings, enhancement to existing open space and creation of a new public park does not raise any strategic planning issues. Although technically referable under Category 3D of the Mayoral Order, there is only a small incursion into Metropolitan Open Land of 160sqm which is to be re-provided as a land swap. Given the limited scale of the proposed development on MOL and the proposed land swap, this does not raise any strategic issues in the context of London Plan policy. The Mayor of London does not need to be consulted further on this application and the Council may therefore determine the

application without further reference to the GLA.

#### Environment Agency

No objection subject to a condition for a SUDs scheme and informatives.

#### Transport for London

Salter Road is not part of the strategic road network and there does not appear to be any TfL assets nearby that may be affected. The predicted trip generation figures are unlikely to adversely impact upon the TfL road network or require additional bus service capacity along Salter Road. No further comments regarding strategic transport provision.

#### Sport England

Confirmation of the phasing of the replacement provision at St Paul's sports ground is required to allow an informed assessment to be made of whether the facilities to be lost would be replaced by facilities of an equivalent or better quality and quantity, in a suitable location and subject to equivalent or better management arrangements prior to commencement of development. Object to the application.

#### Natural England

No objection in relation to statutory nature conservation sites. Standing advice provided regarding protected species. Green infrastructure could be incorporated into the development. If the site is next to a local nature conservation site the authority should ensure it has sufficient information to understand the impact of the proposal. The application may provide opportunities to incorporate green features into the design including bird and bat boxes and to enhance the character and local distinctiveness of the surrounding natural and built environment. This could be through using natural resources sustainably, bringing benefits for the local community including green spaces and opportunities for contact with nature.

#### Metropolitan Police

Note some shortfalls and suggests a number of measures including secure lobbies, windows and doors, boundary treatment, mail delivery / utilities. Recommends a condition requiring secure by design certification to be obtained.

#### London Fire and Emergency Planning Authority

No response received at the time of writing.

#### Thames Water

No objection with regard to sewerage infrastructure capacity. Condition recommended requiring a piling method statement and an informative recommended regarding surface water drainage.

Neighbours and local groups

#### Councillor Hubber (Surrey Docks Ward)

Writing as a ward Councillor in support of the applications for planning permission in respect of the sites of the former Surrey Docks Stadium and St Paul's Field, Salter Road. Both applications have been presented to me in some detail and I believe they will lead to an enhancement of both the housing and recreational provision in Surrey Docks ward.

#### Councillor Whittam (Rotherhithe Ward)

Writing in support of the application by Fairview homes to build on the Surrey Docks Stadium site. I believe this application will enhance the area substantially with the addition of the new park space and the new family housing. I also welcome the return of Fisher Athletic football club to the St Pauls Field site.

I am satisfied that there will be no major disruption to other residents in the area with the addition of the clubhouse and stands on Salter Road edge of the site.

The housing development is no more than 4 stories high which is the limit of what I would support.

I look forward to seeing over 20% affordable housing once the final figures are worked out. All in all this is a very good scheme and I wholeheartedly support it both as a near neighbour at my home in Bywater Place and as Ward Councillor for Rotherhithe ward where it is on the border.

#### Cllr Williams (Rotherhithe Ward)

I am writing in support of the application by Fairview homes to build on the Surrey Docks Stadium site. I am satisfied there will be no major disruption to other residents in the area with the addition of the clubhouse and stands on Salter Rd end of the site.

I also support and welcome the return of Fisher Athletic FC to the St Paul's Field.

#### Cllr Cryan (Rotherhithe Ward)

I am writing to support the above planning applications. I believe that the application by Fairview Homes to build on the Surrey Docks Stadium site will bring much needed family housing and the addition of a new park will also greatly enhance the area.

Having looked at the plans I am satisfied that the proposed development will enhance this area of Salter Road and am satisfied that disruption to residents will be kept to a minimum.

I also support the plans to bring Fisher Athletic back to Surrey Docks and support the application of the development of the St Paul's Field site to accommodate this.

#### Rotherhithe Area Housing Forum

The Rotherhithe area housing forum received a comprehensive detailed planning application from the developers on the 22 October 2013 for the above planning applications. The forum delegates agreed that the plans presented to forum fitted in with what they would like to see built on the sites and the Forum-passed a unanimous motion to support FNH's proposals and as authorised myself as the chair to write to confirm you to that forum gives it's backing to these developments.

#### Objections

##### Leaside Court

- Object to building on MOL. The land forms part of the green chain. If the site cannot be returned to sporting use it would become an additional nature conservation area within the green chain;
- Impact upon wildlife in Russia Docks Woodland and Stave Hill Ecological Park; question adequacy of bat surveys;
- 4-storeys would be too high in this location when the surrounding buildings are 2-storeys high;
- The development would be overly dense and would make the area crowded;
- Increased traffic and impact upon public transport;
- More development leads to more strain on resources and makes the borough a less green place to be;
- Would be irresponsible development, 2-storeys with a density similar to inner Rotherhithe would be responsible development;
- Question the amount of affordable housing and housing for local people.
- Insufficient time to respond and conflicting information on the website regarding consultation dates.

No address provided

- Understand the need for new homes but developers crowd people in 'shoe-boxes'. Overcrowding is bad for families and the community and triggers anti-social behaviour
- 103 units excessive in such a small area, with other developments the area is becoming overcrowded.
- Land designated as MOL should not be built upon.

No address provided

- Surrey Quays becoming overcrowded, 100 dwellings at the site will add to this. The area would better serve the public as a park or recreational space. Has been a glut of building in Surrey Quays in the last few years.

No address provided

- Underground stations in Bermondsey and Canada Water are overcrowded and will worsen when Harmsworth Quays and the Decathlon site are developed. Most residents use the tube rather than walking or cycling.
- At 4-storeys high the proposal would affect the environment and have adverse impacts on birds and plants; buildings will be an eyesore.
- Would prefer developments which are beneficial to residents including cafes, supermarkets and swimming pools not developments which damage the greens, increase traffic and noise pollution.

No address provided

- No 4-storey buildings on adjacent developments, would constitute an eyesore. Would change the character of the area which is 2-storey dwellings.
- Over 100 dwellings would have a negative impact on population density causing the area to become over-developed and crowded.

No address provided

- Overcrowding is bad for families and the communities, causes stress and triggers aggressive behaviour. No works undertaken to enhance infrastructure.
- Buses not frequent enough to cope with additional demand;
- New developments arising but no sign of enhancing the shopping centre to help the area become more of a community;
- Land designated as MOL should not be built upon.
- Support new homes and expansion of the community provided there were infrastructure developments too, without this object to new homes. Priority should be to infrastructure requirements.

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No address provided

- Am against building on metropolitan open land. The area is becoming massively overpopulated with many developments in the last few years and further plans for Harmsworth Quay;
- Are no plans to improve services, facilities and infrastructure;
- Would prefer to see a reasonable development in keeping with the area and not building on land set aside for other use.

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SupportsDenny Close

- Fisher is a long standing force for good in the area and a club that is huge community asset



Greenacre Square

- Applications in keeping with the area's history and tradition whilst addressing key issues for its future;
- Proposal offers to return the site to potentially much wider access and community use;
- Return of the club is a tremendous asset to the area and offers real hope of a renewal of sporting success for Rotherhithe;
- Revised plans have substantially dealt with potential problems of traffic disruption and parking on match days;
- The combined proposals make them an attractive addition to Rotherhithe and offer real hope of renewing two deteriorating sites with new community-focused plans.

Ainsty Estate

- Rotherhithe resident of over 20 years, would like to see the team back and the improvement of the facilities currently available. They would benefit not just the team but the community as a whole. The site is in desperate need of repair and this is a golden opportunity to solve multiple issues.
- Area is expanding with increases in new houses so facilities such as this must also be increased.

Boss Street

- Proposal allows for significant improvements in the area and the return of Fisher FC. The presence of a local football club provides significant benefits to the local community including opportunities and inspiration.

Surrey Water Road

Support the development of the old into a new football stadium as it is not very attractive in its current format. Would support at least one commercial unit as there are none at this end of Canada Water.

Leydon Close

- Totally support the application, subject to there being no development on the existing football pitch and the housing is no greater than 4-storeys high.

Princes Riverside Road

- Support the development, the land has been unused and unmaintained for too long. Trust that careful attention will be paid to ensuring that pedestrian and vehicle traffic in the area are not affected.

No address provided

- Support the proposals for Fisher FC to move back home. The stadium site laying unused and the St Paul's site underused and neglected, both areas would be regenerated to the benefit of the club and community;
- The 3G sports pitch would allow year round providing schools, clubs and the community with a great facility to use;
- Would be great example set to couple regeneration with securing the future of Fisher FC at the heart of the community which can help bind it further.

No address provided

- Support bringing Fisher FC home. Once they moved away the club lost its identity. Fisher are the roots of football.

No address provided

- The development will give a huge boost to the area. Fisher is a genuine community club owned by their fans which has been exiled from Bermondsey / Rotherhithe for too long. The club is a not for profit organisation run for the good of the community. The facility would be good for local schools and everybody in the area.
- The club has experienced difficult times in the last decade but have rebuilt themselves and continued to be a force for good in Bermondsey and Rotherhithe. The club has never lost touch with their community, despite being exiled in Dulwich for a decade.
- The players play for free which shows ho much they care for their local club. The facility would be fantastic for the whole community, old and young.

### Neighbour Consultee List for Application Reg. No. 14/AP/0309

<b>TP No</b>	TP/536-1	<b>Site</b>	FORMER SURREY DOCKS STADIUM AND DEPOT ADJACENT TO STADIUM, SALTER ROAD, ROTHERHITHE, LONDON, SE16
<b>App. Type</b>	Full Planning Permission		

Date Printed	Address
10/03/2014	Time and Talents St Marychurch Street London SE16
10/03/2014	22 TIMBER POND ROAD LONDON SE16 6AG
10/03/2014	21 TIMBER POND ROAD LONDON SE16 6AG
10/03/2014	26 TIMBER POND ROAD LONDON SE16 6AG
10/03/2014	25 TIMBER POND ROAD LONDON SE16 6AG
10/03/2014	24 TIMBER POND ROAD LONDON SE16 6AG
10/03/2014	20 TIMBER POND ROAD LONDON SE16 6AG
10/03/2014	16 TIMBER POND ROAD LONDON SE16 6AG
10/03/2014	15 TIMBER POND ROAD LONDON SE16 6AG
10/03/2014	14 TIMBER POND ROAD LONDON SE16 6AG
10/03/2014	19 TIMBER POND ROAD LONDON SE16 6AG
10/03/2014	18 TIMBER POND ROAD LONDON SE16 6AG
10/03/2014	17 TIMBER POND ROAD LONDON SE16 6AG
10/03/2014	27 TIMBER POND ROAD LONDON SE16 6AG
10/03/2014	6 GUNWHALE CLOSE LONDON SE16 6BS
10/03/2014	5 GUNWHALE CLOSE LONDON SE16 6BS
10/03/2014	4 GUNWHALE CLOSE LONDON SE16 6BS
10/03/2014	9 GUNWHALE CLOSE LONDON SE16 6BS
10/03/2014	8 GUNWHALE CLOSE LONDON SE16 6BS
10/03/2014	7 GUNWHALE CLOSE LONDON SE16 6BS
10/03/2014	3 GUNWHALE CLOSE LONDON SE16 6BS
10/03/2014	11 GUNWHALE CLOSE LONDON SE16 6BS
10/03/2014	10 GUNWHALE CLOSE LONDON SE16 6BS
10/03/2014	1 GUNWHALE CLOSE LONDON SE16 6BS
10/03/2014	2 GUNWHALE CLOSE LONDON SE16 6BS
10/03/2014	13 GUNWHALE CLOSE LONDON SE16 6BS
10/03/2014	12 GUNWHALE CLOSE LONDON SE16 6BS
10/03/2014	FLAT 412 PACIFIC WHARF 165 ROTHERHITHE STREET LONDON SE16 5QF
10/03/2014	FLAT 411 PACIFIC WHARF 165 ROTHERHITHE STREET LONDON SE16 5QF
10/03/2014	FLAT 410 PACIFIC WHARF 165 ROTHERHITHE STREET LONDON SE16 5QF
10/03/2014	FLAT 501 PACIFIC WHARF 165 ROTHERHITHE STREET LONDON SE16 5QF
10/03/2014	FLAT 414 PACIFIC WHARF 165 ROTHERHITHE STREET LONDON SE16 5QF
10/03/2014	FLAT 416 PACIFIC WHARF 165 ROTHERHITHE STREET LONDON SE16 5QF
10/03/2014	FLAT 409 PACIFIC WHARF 165 ROTHERHITHE STREET LONDON SE16 5QF
10/03/2014	FLAT 405 PACIFIC WHARF 165 ROTHERHITHE STREET LONDON SE16 5QF
10/03/2014	FLAT 404 PACIFIC WHARF 165 ROTHERHITHE STREET LONDON SE16 5QF
10/03/2014	FLAT 403 PACIFIC WHARF 165 ROTHERHITHE STREET LONDON SE16 5QF
10/03/2014	FLAT 408 PACIFIC WHARF 165 ROTHERHITHE STREET LONDON SE16 5QF
10/03/2014	FLAT 407 PACIFIC WHARF 165 ROTHERHITHE STREET LONDON SE16 5QF
10/03/2014	FLAT 406 PACIFIC WHARF 165 ROTHERHITHE STREET LONDON SE16 5QF
10/03/2014	FLAT 502 PACIFIC WHARF 165 ROTHERHITHE STREET LONDON SE16 5QF
10/03/2014	FLAT 604 PACIFIC WHARF 165 ROTHERHITHE STREET LONDON SE16 5QF
10/03/2014	FLAT 603 PACIFIC WHARF 165 ROTHERHITHE STREET LONDON SE16 5QF
10/03/2014	FLAT 602 PACIFIC WHARF 165 ROTHERHITHE STREET LONDON SE16 5QF
10/03/2014	13 TIMBER POND ROAD LONDON SE16 6AG
10/03/2014	BACONS COLLEGE TIMBER POND ROAD LONDON SE16 6AT
10/03/2014	FLAT 601 PACIFIC WHARF 165 ROTHERHITHE STREET LONDON SE16 5QF
10/03/2014	FLAT 505 PACIFIC WHARF 165 ROTHERHITHE STREET LONDON SE16 5QF
10/03/2014	FLAT 504 PACIFIC WHARF 165 ROTHERHITHE STREET LONDON SE16 5QF
10/03/2014	FLAT 503 PACIFIC WHARF 165 ROTHERHITHE STREET LONDON SE16 5QF
10/03/2014	FLAT 508 PACIFIC WHARF 165 ROTHERHITHE STREET LONDON SE16 5QF
10/03/2014	FLAT 507 PACIFIC WHARF 165 ROTHERHITHE STREET LONDON SE16 5QF
10/03/2014	FLAT 506 PACIFIC WHARF 165 ROTHERHITHE STREET LONDON SE16 5QF
10/03/2014	22 DECK CLOSE LONDON SE16 6BU
10/03/2014	21 DECK CLOSE LONDON SE16 6BU
10/03/2014	20 DECK CLOSE LONDON SE16 6BU
10/03/2014	5 DECK CLOSE LONDON SE16 6BU
10/03/2014	4 DECK CLOSE LONDON SE16 6BU
10/03/2014	3 DECK CLOSE LONDON SE16 6BU
10/03/2014	2 DECK CLOSE LONDON SE16 6BU
10/03/2014	16 DECK CLOSE LONDON SE16 6BU
10/03/2014	15 DECK CLOSE LONDON SE16 6BU
10/03/2014	14 DECK CLOSE LONDON SE16 6BU
10/03/2014	19 DECK CLOSE LONDON SE16 6BU
10/03/2014	18 DECK CLOSE LONDON SE16 6BU
10/03/2014	17 DECK CLOSE LONDON SE16 6BU
10/03/2014	6 DECK CLOSE LONDON SE16 6BU
10/03/2014	15 KEEL CLOSE LONDON SE16 6BX
10/03/2014	14 KEEL CLOSE LONDON SE16 6BX

10/03/2014 13 KEEL CLOSE LONDON SE16 6BX  
 10/03/2014 18 KEEL CLOSE LONDON SE16 6BX  
 10/03/2014 17 KEEL CLOSE LONDON SE16 6BX  
 10/03/2014 16 KEEL CLOSE LONDON SE16 6BX  
 10/03/2014 12 KEEL CLOSE LONDON SE16 6BX  
 10/03/2014 9 DECK CLOSE LONDON SE16 6BU  
 10/03/2014 8 DECK CLOSE LONDON SE16 6BU  
 10/03/2014 7 DECK CLOSE LONDON SE16 6BU  
 10/03/2014 11 KEEL CLOSE LONDON SE16 6BX  
 10/03/2014 10 KEEL CLOSE LONDON SE16 6BX  
 10/03/2014 1 KEEL CLOSE LONDON SE16 6BX  
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 10/03/2014 5 WATERMEAD LODGE PRINCES RIVERSIDE ROAD LONDON SE16 5RE  
 10/03/2014 FLAT 7 QUAYSIDE COURT ABBOTSHADE ROAD LONDON SE16 5RG  
 10/03/2014 FLAT 6 QUAYSIDE COURT ABBOTSHADE ROAD LONDON SE16 5RG  
 10/03/2014 FLAT 5 QUAYSIDE COURT ABBOTSHADE ROAD LONDON SE16 5RG  
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 10/03/2014 5 DEAN CLOSE LONDON SE16 5PH  
 10/03/2014 7 WATERMEAD LODGE PRINCES RIVERSIDE ROAD LONDON SE16 5RE  
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 10/03/2014 3 SOLON HOUSE 2 SALTER ROAD LONDON SE16 5PN  
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 10/03/2014 6 SOLON HOUSE 2 SALTER ROAD LONDON SE16 5PN  
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 10/03/2014 FLAT 2 WILFRED HOUSE 18 SALTER ROAD LONDON SE16 5PQ  
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 10/03/2014 FLAT 5 WILFRED HOUSE 18 SALTER ROAD LONDON SE16 5PQ  
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 10/03/2014 1 PRINCES RIVERSIDE ROAD LONDON SE16 5RD  
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10/03/2014 42 GLOBE POND ROAD LONDON SE16 6NR  
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 10/03/2014 32 GLOBE POND ROAD LONDON SE16 6NR  
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 10/03/2014 35 GLOBE POND ROAD LONDON SE16 6NR  
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 10/03/2014 24 DOCK HILL AVENUE LONDON SE16 6AQ  
 10/03/2014 23 DOCK HILL AVENUE LONDON SE16 6AQ  
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 10/03/2014 1A GLOBE POND ROAD LONDON SE16 6NQ  
 10/03/2014 22 DOCK HILL AVENUE LONDON SE16 6AQ  
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 10/03/2014 31 FARRINS RENTS LONDON SE16 6NF  
 10/03/2014 30 FARRINS RENTS LONDON SE16 6NF  
 10/03/2014 9 STAVE YARD ROAD LONDON SE16 6NU  
 10/03/2014 PETER HILLS WITH ST MARYS AND ST PAULS PRIMARY SCHOOL BEATSON WALK LONDON SE16 1ED  
 10/03/2014 3 GWENT COURT ROTHERHITHE STREET LONDON SE16 5SW  
 10/03/2014 21-22 SMITH CLOSE LONDON SE16 5PB  
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 10/03/2014 6 HULL CLOSE LONDON SE16 6BZ  
 10/03/2014 4 HULL CLOSE LONDON SE16 6BZ  
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 10/03/2014 10 BREWHOUSE WALK LONDON SE16 6LD  
 10/03/2014 1 BREWHOUSE WALK LONDON SE16 6LD  
 10/03/2014 8 HULL CLOSE LONDON SE16 6BZ

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10/03/2014 15 BREWHOUSE WALK LONDON SE16 6LD  
10/03/2014 1 HULL CLOSE LONDON SE16 6BY  
10/03/2014 9 KEEL CLOSE LONDON SE16 6BX  
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10/03/2014 7 HULL CLOSE LONDON SE16 6BY  
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10/03/2014 9 FOUNDRY CLOSE LONDON SE16 6NS  
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10/03/2014 13 DOCK HILL AVENUE LONDON SE16 6AQ  
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10/03/2014 5 BEVIN CLOSE LONDON SE16 6NT  
10/03/2014 4 BEVIN CLOSE LONDON SE16 6NT  
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10/03/2014 30 BREWHOUSE WALK LONDON SE16 6LD  
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10/03/2014 33 BREWHOUSE WALK LONDON SE16 6LD  
10/03/2014 3 BREWHOUSE WALK LONDON SE16 6LD  
10/03/2014 26 BREWHOUSE WALK LONDON SE16 6LD

10/03/2014 25 BREWHOUSE WALK LONDON SE16 6LD  
 10/03/2014 24 BREWHOUSE WALK LONDON SE16 6LD  
 10/03/2014 29 BREWHOUSE WALK LONDON SE16 6LD  
 10/03/2014 28 BREWHOUSE WALK LONDON SE16 6LD  
 10/03/2014 27 BREWHOUSE WALK LONDON SE16 6LD  
 10/03/2014 6 BREWHOUSE WALK LONDON SE16 6LD  
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 10/03/2014 14 FOUNDRY CLOSE LONDON SE16 6NS  
 10/03/2014 13 FOUNDRY CLOSE LONDON SE16 6NS  
 10/03/2014 18 FOUNDRY CLOSE LONDON SE16 6NS  
 10/03/2014 17 FOUNDRY CLOSE LONDON SE16 6NS  
 10/03/2014 16 FOUNDRY CLOSE LONDON SE16 6NS  
 10/03/2014 12 FOUNDRY CLOSE LONDON SE16 6NS  
 10/03/2014 9 BREWHOUSE WALK LONDON SE16 6LD  
 10/03/2014 8 BREWHOUSE WALK LONDON SE16 6LD  
 10/03/2014 7 BREWHOUSE WALK LONDON SE16 6LD  
 10/03/2014 11 FOUNDRY CLOSE LONDON SE16 6NS  
 10/03/2014 10 FOUNDRY CLOSE LONDON SE16 6NS  
 10/03/2014 1 FOUNDRY CLOSE LONDON SE16 6NS  
 10/03/2014 FLAT 1 WILFRED HOUSE 18 SALTER ROAD LONDON SE16 5PQ  
 10/03/2014 32 LEYDON CLOSE LONDON SE16 5PF  
 10/03/2014 31 LEYDON CLOSE LONDON SE16 5PF  
 10/03/2014 30 LEYDON CLOSE LONDON SE16 5PF  
 10/03/2014 35 LEYDON CLOSE LONDON SE16 5PF  
 10/03/2014 34 LEYDON CLOSE LONDON SE16 5PF  
 10/03/2014 33 LEYDON CLOSE LONDON SE16 5PF  
 10/03/2014 3 LEYDON CLOSE LONDON SE16 5PF  
 10/03/2014 26 LEYDON CLOSE LONDON SE16 5PF  
 10/03/2014 25 LEYDON CLOSE LONDON SE16 5PF  
 10/03/2014 24 LEYDON CLOSE LONDON SE16 5PF  
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 10/03/2014 28 LEYDON CLOSE LONDON SE16 5PF  
 10/03/2014 27 LEYDON CLOSE LONDON SE16 5PF  
 10/03/2014 36 LEYDON CLOSE LONDON SE16 5PF  
 10/03/2014 11 SURREY WATER ROAD LONDON SE16 5BW  
 10/03/2014 10 SURREY WATER ROAD LONDON SE16 5BW  
 10/03/2014 1 SURREY WATER ROAD LONDON SE16 5BW  
 10/03/2014 14 SURREY WATER ROAD LONDON SE16 5BW  
 10/03/2014 13 SURREY WATER ROAD LONDON SE16 5BW  
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 10/03/2014 5 LEYDON CLOSE LONDON SE16 5PF  
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 10/03/2014 6 LEYDON CLOSE LONDON SE16 5PF  
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 10/03/2014 2 LAGADO MEWS LONDON SE16 5PD  
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 10/03/2014 1 LEYDON CLOSE LONDON SE16 5PF  
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 10/03/2014 16 LAGADO MEWS LONDON SE16 5PD  
 10/03/2014 9 SMITH CLOSE LONDON SE16 5PB  
 10/03/2014 8 SMITH CLOSE LONDON SE16 5PB  
 10/03/2014 7 SMITH CLOSE LONDON SE16 5PB  
 10/03/2014 14 LAGADO MEWS LONDON SE16 5PD  
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 10/03/2014 16 LEYDON CLOSE LONDON SE16 5PF  
 10/03/2014 15 LEYDON CLOSE LONDON SE16 5PF  
 10/03/2014 FLAT 30 LAVENDER HOUSE ROTHERHITHE STREET LONDON SE16 5EA  
 10/03/2014 FLAT 3 LAVENDER HOUSE ROTHERHITHE STREET LONDON SE16 5EA  
 10/03/2014 FLAT 29 LAVENDER HOUSE ROTHERHITHE STREET LONDON SE16 5EA  
 10/03/2014 FLAT 33 LAVENDER HOUSE ROTHERHITHE STREET LONDON SE16 5EA  
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10/03/2014 FLAT 4 LAVENDER HOUSE ROTHERHITHE STREET LONDON SE16 5EA  
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10/03/2014 7 SURREY WATER ROAD LONDON SE16 5BW  
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10/03/2014 19 SURREY WATER ROAD LONDON SE16 5BW  
10/03/2014 18 SURREY WATER ROAD LONDON SE16 5BW  
10/03/2014 FLAT 1 LAVENDER HOUSE ROTHERHITHE STREET LONDON SE16 5EA  
10/03/2014 FLAT 19 LAVENDER HOUSE ROTHERHITHE STREET LONDON SE16 5EA  
10/03/2014 FLAT 18 LAVENDER HOUSE ROTHERHITHE STREET LONDON SE16 5EA  
10/03/2014 FLAT 17 LAVENDER HOUSE ROTHERHITHE STREET LONDON SE16 5EA  
10/03/2014 FLAT 21 LAVENDER HOUSE ROTHERHITHE STREET LONDON SE16 5EA  
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10/03/2014 FLAT 2 LAVENDER HOUSE ROTHERHITHE STREET LONDON SE16 5EA  
10/03/2014 FLAT 16 LAVENDER HOUSE ROTHERHITHE STREET LONDON SE16 5EA  
10/03/2014 FLAT 12 LAVENDER HOUSE ROTHERHITHE STREET LONDON SE16 5EA  
10/03/2014 FLAT 11 LAVENDER HOUSE ROTHERHITHE STREET LONDON SE16 5EA  
10/03/2014 FLAT 10 LAVENDER HOUSE ROTHERHITHE STREET LONDON SE16 5EA  
10/03/2014 FLAT 15 LAVENDER HOUSE ROTHERHITHE STREET LONDON SE16 5EA  
10/03/2014 FLAT 14 LAVENDER HOUSE ROTHERHITHE STREET LONDON SE16 5EA  
10/03/2014 FLAT 13 LAVENDER HOUSE ROTHERHITHE STREET LONDON SE16 5EA  
10/03/2014 6 SMITH CLOSE LONDON SE16 5PB  
10/03/2014 GROUND FLOOR 6 GWENT COURT ROTHERHITHE STREET LONDON SE16 5SW  
10/03/2014 FLAT LG6 PACIFIC WHARF 165 ROTHERHITHE STREET LONDON SE16 5QF  
10/03/2014 FLAT LG5 PACIFIC WHARF 165 ROTHERHITHE STREET LONDON SE16 5QF  
10/03/2014 17 TRADEWIND HEIGHTS 167 ROTHERHITHE STREET LONDON SE16 5GW  
10/03/2014 16 TRADEWIND HEIGHTS 167 ROTHERHITHE STREET LONDON SE16 5GW  
10/03/2014 15 TRADEWIND HEIGHTS 167 ROTHERHITHE STREET LONDON SE16 5GW  
10/03/2014 FLAT LG4 PACIFIC WHARF 165 ROTHERHITHE STREET LONDON SE16 5QF  
10/03/2014 LIVING ACCOMMODATION 346 ROTHERHITHE STREET LONDON SE16 5EF  
10/03/2014 FLAT 9 21 SMITH CLOSE LONDON SE16 5PB  
10/03/2014 FLAT LG3 PACIFIC WHARF 165 ROTHERHITHE STREET LONDON SE16 5QF  
10/03/2014 FLAT LG2 PACIFIC WHARF 165 ROTHERHITHE STREET LONDON SE16 5QF  
10/03/2014 FLAT LG1 PACIFIC WHARF 165 ROTHERHITHE STREET LONDON SE16 5QF  
10/03/2014 18 TRADEWIND HEIGHTS 167 ROTHERHITHE STREET LONDON SE16 5GW  
10/03/2014 9 TRADEWIND HEIGHTS 167 ROTHERHITHE STREET LONDON SE16 5GW  
10/03/2014 8 TRADEWIND HEIGHTS 167 ROTHERHITHE STREET LONDON SE16 5GW  
10/03/2014 7 TRADEWIND HEIGHTS 167 ROTHERHITHE STREET LONDON SE16 5GW  
10/03/2014 12 TRADEWIND HEIGHTS 167 ROTHERHITHE STREET LONDON SE16 5GW  
10/03/2014 11 TRADEWIND HEIGHTS 167 ROTHERHITHE STREET LONDON SE16 5GW  
10/03/2014 10 TRADEWIND HEIGHTS 167 ROTHERHITHE STREET LONDON SE16 5GW  
10/03/2014 6 TRADEWIND HEIGHTS 167 ROTHERHITHE STREET LONDON SE16 5GW  
10/03/2014 2 TRADEWIND HEIGHTS 167 ROTHERHITHE STREET LONDON SE16 5GW  
10/03/2014 1 TRADEWIND HEIGHTS 167 ROTHERHITHE STREET LONDON SE16 5GW  
10/03/2014 167B ROTHERHITHE STREET LONDON SE16 5QW  
10/03/2014 5 TRADEWIND HEIGHTS 167 ROTHERHITHE STREET LONDON SE16 5GW  
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10/03/2014 3 TRADEWIND HEIGHTS 167 ROTHERHITHE STREET LONDON SE16 5GW  
10/03/2014 THIRD FLOOR FLAT 1 PRINCES RIVERSIDE ROAD LONDON SE16 5RD  
10/03/2014 FLAT 8 22 SMITH CLOSE LONDON SE16 5PB  
10/03/2014 FLAT 7 22 SMITH CLOSE LONDON SE16 5PB  
10/03/2014 3 BYELANDS CLOSE LONDON SE16 5SS  
10/03/2014 2 BYELANDS CLOSE LONDON SE16 5SS  
10/03/2014 1 BYELANDS CLOSE LONDON SE16 5SS  
10/03/2014 FLAT 8 21 SMITH CLOSE LONDON SE16 5PB  
10/03/2014 FLAT 2 ROTHERHITHE YOUTH HOSTEL 20 SALTER ROAD LONDON SE16 5PR  
10/03/2014 FLAT 1 ROTHERHITHE YOUTH HOSTEL 20 SALTER ROAD LONDON SE16 5PR  
10/03/2014 SPORTS GROUND BEATSON WALK LONDON SE16 5ED  
10/03/2014 FLAT 7 21 SMITH CLOSE LONDON SE16 5PB

10/03/2014 FLAT 4 ROTHERHITHE YOUTH HOSTEL 20 SALTER ROAD LONDON SE16 5PR  
10/03/2014 FLAT 3 ROTHERHITHE YOUTH HOSTEL 20 SALTER ROAD LONDON SE16 5PR  
10/03/2014 4 BYELANDS CLOSE LONDON SE16 5SS  
10/03/2014 THE RANGERS HOUSE SURREY DOCKS STADIUM SALTER ROAD LONDON SE16 5LH  
10/03/2014 FLAT G6 PACIFIC WHARF 165 ROTHERHITHE STREET LONDON SE16 5QF  
10/03/2014 515 PACIFIC WHARF 165 ROTHERHITHE STREET LONDON SE16 5QF  
10/03/2014 FLAT 004 PACIFIC WHARF 165 ROTHERHITHE STREET LONDON SE16 5QF  
10/03/2014 FLAT G5 PACIFIC WHARF 165 ROTHERHITHE STREET LONDON SE16 5QF  
10/03/2014 15 PACIFIC WHARF 165 ROTHERHITHE STREET LONDON SE16 5QF  
10/03/2014 115 PACIFIC WHARF 165 ROTHERHITHE STREET LONDON SE16 5QF  
10/03/2014 415 PACIFIC WHARF 165 ROTHERHITHE STREET LONDON SE16 5QF  
10/03/2014 315 PACIFIC WHARF 165 ROTHERHITHE STREET LONDON SE16 5QF  
10/03/2014 215 PACIFIC WHARF 165 ROTHERHITHE STREET LONDON SE16 5QF  
10/03/2014 FLAT 5 LEESIDE COURT 169 ROTHERHITHE STREET LONDON SE16 5SZ  
10/03/2014 FLAT 4 LEESIDE COURT 169 ROTHERHITHE STREET LONDON SE16 5SZ  
10/03/2014 FLAT 3 LEESIDE COURT 169 ROTHERHITHE STREET LONDON SE16 5SZ  
10/03/2014 10 SMITH CLOSE LONDON SE16 5PB  
10/03/2014 1 SMITH CLOSE LONDON SE16 5PB  
10/03/2014 FLAT 6 LEESIDE COURT 169 ROTHERHITHE STREET LONDON SE16 5SZ  
10/03/2014 FLAT 2 LEESIDE COURT 169 ROTHERHITHE STREET LONDON SE16 5SZ  
10/03/2014 FLAT 34 LEESIDE COURT 169 ROTHERHITHE STREET LONDON SE16 5SZ  
10/03/2014 FLAT 33 LEESIDE COURT 169 ROTHERHITHE STREET LONDON SE16 5SZ  
10/03/2014 FLAT 32 LEESIDE COURT 169 ROTHERHITHE STREET LONDON SE16 5SZ  
10/03/2014 FLAT 1 LEESIDE COURT 169 ROTHERHITHE STREET LONDON SE16 5SZ  
10/03/2014 FLAT 36 LEESIDE COURT 169 ROTHERHITHE STREET LONDON SE16 5SZ  
10/03/2014 FLAT 35 LEESIDE COURT 169 ROTHERHITHE STREET LONDON SE16 5SZ  
10/03/2014 11 SMITH CLOSE LONDON SE16 5PB  
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10/03/2014 3 SMITH CLOSE LONDON SE16 5PB  
10/03/2014 18 SMITH CLOSE LONDON SE16 5PB  
10/03/2014 14 SMITH CLOSE LONDON SE16 5PB  
10/03/2014 13 SMITH CLOSE LONDON SE16 5PB  
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10/03/2014 17 SMITH CLOSE LONDON SE16 5PB  
10/03/2014 16 SMITH CLOSE LONDON SE16 5PB  
10/03/2014 15 SMITH CLOSE LONDON SE16 5PB  
10/03/2014 FLAT 14 LEESIDE COURT 169 ROTHERHITHE STREET LONDON SE16 5SZ  
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10/03/2014 FLAT 12 LEESIDE COURT 169 ROTHERHITHE STREET LONDON SE16 5SZ  
10/03/2014 FLAT 17 LEESIDE COURT 169 ROTHERHITHE STREET LONDON SE16 5SZ  
10/03/2014 FLAT 16 LEESIDE COURT 169 ROTHERHITHE STREET LONDON SE16 5SZ  
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10/03/2014 FLAT 11 LEESIDE COURT 169 ROTHERHITHE STREET LONDON SE16 5SZ  
10/03/2014 FLAT 7 LEESIDE COURT 169 ROTHERHITHE STREET LONDON SE16 5SZ  
10/03/2014 14 TRADEWIND HEIGHTS 167 ROTHERHITHE STREET LONDON SE16 5GW  
10/03/2014 13 TRADEWIND HEIGHTS 167 ROTHERHITHE STREET LONDON SE16 5GW  
10/03/2014 FLAT 10 LEESIDE COURT 169 ROTHERHITHE STREET LONDON SE16 5SZ  
10/03/2014 FLAT 9 LEESIDE COURT 169 ROTHERHITHE STREET LONDON SE16 5SZ  
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10/03/2014 FLAT 18 LEESIDE COURT 169 ROTHERHITHE STREET LONDON SE16 5SZ  
10/03/2014 FLAT 28 LEESIDE COURT 169 ROTHERHITHE STREET LONDON SE16 5SZ  
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10/03/2014 FLAT 26 LEESIDE COURT 169 ROTHERHITHE STREET LONDON SE16 5SZ  
10/03/2014 FLAT 31 LEESIDE COURT 169 ROTHERHITHE STREET LONDON SE16 5SZ  
10/03/2014 FLAT 30 LEESIDE COURT 169 ROTHERHITHE STREET LONDON SE16 5SZ  
10/03/2014 FLAT 29 LEESIDE COURT 169 ROTHERHITHE STREET LONDON SE16 5SZ  
10/03/2014 FLAT 25 LEESIDE COURT 169 ROTHERHITHE STREET LONDON SE16 5SZ  
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10/03/2014 FLAT 24 LEESIDE COURT 169 ROTHERHITHE STREET LONDON SE16 5SZ  
10/03/2014 FLAT 23 LEESIDE COURT 169 ROTHERHITHE STREET LONDON SE16 5SZ  
10/03/2014 FLAT 22 LEESIDE COURT 169 ROTHERHITHE STREET LONDON SE16 5SZ  
10/03/2014 FLAT 7 LAVENDER HOUSE ROTHERHITHE STREET LONDON SE16 5EA  
10/03/2014 256 ROTHERHITHE STREET LONDON SE16 5RN  
10/03/2014 254 ROTHERHITHE STREET LONDON SE16 5RN  
10/03/2014 26 GWENT COURT ROTHERHITHE STREET LONDON SE16 5SW  
10/03/2014 FLAT 1 21 SMITH CLOSE LONDON SE16 5PB  
10/03/2014 260 ROTHERHITHE STREET LONDON SE16 5RN  
10/03/2014 258 ROTHERHITHE STREET LONDON SE16 5RN  
10/03/2014 25 GWENT COURT ROTHERHITHE STREET LONDON SE16 5SW  
10/03/2014 21 GWENT COURT ROTHERHITHE STREET LONDON SE16 5SW  
10/03/2014 20 GWENT COURT ROTHERHITHE STREET LONDON SE16 5SW  
10/03/2014 19 GWENT COURT ROTHERHITHE STREET LONDON SE16 5SW  
10/03/2014 24 GWENT COURT ROTHERHITHE STREET LONDON SE16 5SW  
10/03/2014 23 GWENT COURT ROTHERHITHE STREET LONDON SE16 5SW  
10/03/2014 22 GWENT COURT ROTHERHITHE STREET LONDON SE16 5SW  
10/03/2014 FLAT 2 21 SMITH CLOSE LONDON SE16 5PB  
10/03/2014 FLAT 6 22 SMITH CLOSE LONDON SE16 5PB





10/03/2014 FLAT 15 FALKIRK COURT ROTHERHITHE STREET LONDON SE16 5SN  
 10/03/2014 FLAT 11 FALKIRK COURT ROTHERHITHE STREET LONDON SE16 5SN  
 10/03/2014 FLAT 7 FALKIRK COURT ROTHERHITHE STREET LONDON SE16 5SN  
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 10/03/2014 FLAT 10 FALKIRK COURT ROTHERHITHE STREET LONDON SE16 5SN  
 10/03/2014 FLAT 9 FALKIRK COURT ROTHERHITHE STREET LONDON SE16 5SN  
 10/03/2014 FLAT 8 FALKIRK COURT ROTHERHITHE STREET LONDON SE16 5SN  
 10/03/2014 9 BURY CLOSE LONDON SE16 5SR  
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 10/03/2014 2 BURY CLOSE LONDON SE16 5SR  
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 10/03/2014 35 BURNSIDE CLOSE LONDON SE16 5SP  
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 10/03/2014 3 BURY CLOSE LONDON SE16 5SR  
 10/03/2014 13 BURY CLOSE LONDON SE16 5SR  
 10/03/2014 FLAT 8 EDINBURGH COURT ROTHERHITHE STREET LONDON SE16 5SL  
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 10/03/2014 FLAT 6 EDINBURGH COURT ROTHERHITHE STREET LONDON SE16 5SL  
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 10/03/2014 FLAT 1 EDINBURGH COURT ROTHERHITHE STREET LONDON SE16 5SL  
 10/03/2014 15 BURY CLOSE LONDON SE16 5SR  
 10/03/2014 14 BURY CLOSE LONDON SE16 5SR  
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 10/03/2014 FLAT 3 EDINBURGH COURT ROTHERHITHE STREET LONDON SE16 5SL  
 10/03/2014 FLAT 2 EDINBURGH COURT ROTHERHITHE STREET LONDON SE16 5SL  
 10/03/2014  
 10/03/2014 7 Niagra Court Canada Estate London SE16 1BA  
 20/06/1837 By Eform XXXX  
 20/06/1837 By Eform XXXX  
 20/06/1837 By Eform XXXX  
 20/06/1837 By Email SE16 6AG  
 20/06/1837 By Email SE16 5DJ  
 20/06/1837 By Eform Foundry Close London SE16 6NS  
 20/06/1837 By Email XXXX  
 20/06/1837 by email  
 20/06/1837 Rotherhithe Street  
 20/06/1837 15 Denny Close London E6 5SH  
 20/06/1837 Rotherhithe Area Housing Forum  
 20/06/1837  
 20/06/1837  
 20/06/1837 102 Boss House Boss Street London SE1 2PT  
 20/06/1837 Flat 3 Ainsty Estate Swan Road London SE16 7DH  
 20/06/1837 Unit 3 Vogans Mill Wharf  
 20/06/1837 XXXX  
 20/06/1837  
 20/06/1837  
 20/06/1837 3 Greenacre Square London SE16 6SE  
 20/06/1837 EMAIL  
 20/06/1837 BY EMAIL

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## RECOMMENDATION LDD MONITORING FORM REQUIRED

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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.

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<b>Applicant</b>	C/O Agent Fairview Homes	<b>Reg. Number</b> 14/AP/0309
<b>Application Type</b>	Full Planning Permission	
<b>Recommendation</b>	Grant subject to Legal Agreement	<b>Case Number</b> TP/536-1

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### Draft of Decision Notice

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**Planning Permission was GRANTED for the following development:**

Redevelopment of the former Surrey Docks Stadium and land adjoining comprising demolition of existing buildings and erection of 103 residential dwellings (Use Class C3) in a series of buildings up to 4-storeys high, associated car parking and cycle parking, alterations to the existing vehicular access, enhancement to existing open space, associated landscaping, new pedestrian access/egress, and the creation of a new public park with associated works.

**At:** FORMER SURREY DOCKS STADIUM AND DEPOT ADJACENT TO STADIUM, SALTER ROAD, ROTHERHITHE, LONDON, SE16

**In accordance with application received on** 03/02/2014 08:01:23

**and Applicant's Drawing Nos.** 1472\_DWG\_P\_0020, 021, 022, 023, 001, 100 Rev F, 101 Rev B, 102 Rev B, 103 Rev B, 104 Rev B, 1423\_DWG\_PlotBC\_00\_200 Rev B, 201 Rev B, 202 Rev B, 1423\_DWG\_PlotE\_P\_00\_200 Rev B, 201Rev B, 202 Rev B, 1423\_DWG\_PlotF\_P\_00\_200 Rev B, 201 Rev B, 202 Rev B, 1423\_DWG\_PlotD\_00\_200 RevB, 201 Rev B, 203 RevB, 1423\_DWG\_PlotA\_P\_00\_200 RevB, 201 Rev B, 202 Rev B, 1423\_DWG\_PlotE\_P\_00\_203 Rev B, 1423\_DWG\_PlotBC\_P\_00\_203Rev B, 1423\_DWG\_PlotD\_P\_00\_202RevB, 1423\_DWG\_PlotF\_P\_00\_203RevB, 1472\_DWG\_P\_00\_300Rev E, 301RevE, 302Rev E, 303RevF, 304RevF, 305RevE, 306RevF, 307RevF, 1472\_DWG\_PlotC\_P\_00\_260, 1472\_DWG\_PlotD\_P\_00\_261, 260, 1472\_DWG\_PlotE\_P\_00\_260, 261, 1472\_DWG\_PlotF\_P\_00\_261, 1320\_P\_001RevD, 020RevA, 003RevA, 004RevA, 005RevA, 002RevA, DAT/9.0BRevB (sheet 1), DAT?9.0BRevB (sheet 2), 1320\_P\_009RevA

Accommodation schedule, tree survey report October 2013, daylight and sunlight report 31st January 2014, Technical note response to Environment Agency comments April 2014, design and access statement February 2014, response to LB Southwark comments May 2014, transport assessment January 2014, planning statement January 2014, statement of community involvement January 2014, residential travel plan January 2014, air quality assessment 24th January 2014, sustainable design and construction statement 31st January 2014, ecological assessment February 2014, energy statement 31st January 2014, geotechnical and geoenvironmental interpretive report January 2014, noise assessment 8th January 2014, flood risk assessment January 2014, planting schedule reference 1320\_p\_020

**Subject to the following thirty-eight conditions:**

**Time limit for implementing this permission and the approved plans**

- 1 The development hereby permitted shall not be carried out otherwise than in accordance with the following approved plans:

1472\_DWG\_P\_0020, 021, 022, 023, 001, 100 Rev F, 101 Rev B, 102 Rev B, 103 Rev B, 104 Rev B, 1423\_DWG\_PlotBC\_00\_200 Rev B, 201 Rev B, 202 Rev B, 1423\_DWG\_PlotE\_P\_00\_200 Rev B, 201Rev B, 202 Rev B, 1423\_DWG\_PlotF\_P\_00\_200 Rev B, 201 Rev B, 202 Rev B, 1423\_DWG\_PlotD\_00\_200 RevB, 201 Rev B, 203 RevB, 1423\_DWG\_PlotA\_P\_00\_200 RevB, 201 Rev B, 202 Rev B, 1423\_DWG\_PlotE\_P\_00\_203 Rev B, 1423\_DWG\_PlotBC\_P\_00\_203Rev B, 1423\_DWG\_PlotD\_P\_00\_202RevB, 1423\_DWG\_PlotF\_P\_00\_203RevB, 1472\_DWG\_P\_00\_300Rev E, 301RevE, 302Rev E, 303RevF, 304RevF, 305RevE, 306RevF, 307RevF, 1472\_DWG\_PlotC\_P\_00\_260, 1472\_DWG\_PlotD\_P\_00\_261, 260, 1472\_DWG\_PlotE\_P\_00\_260, 261, 1472\_DWG\_PlotF\_P\_00\_261, 1320\_P\_001RevD, 020RevA, 003RevA, 004RevA, 005RevA, 002RevA, DAT/9.0BRevB (sheet 1), DAT?9.0BRevB (sheet 2), 1320\_P\_009RevA

Reason:

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

- 2 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.

**Pre-commencement condition(s)** - the details required to be submitted for approval by the condition(s) listed below must be submitted to and approved by the council before any work in connection with implementing this permission is commenced.

- 3 No impact piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the Local Planning Authority. Any piling must be undertaken in accordance with the terms of the approved piling method statement.

Reason

The proposed works would be in close proximity to underground sewerage infrastructure and piling has the potential to impact on this, and to ensure compliance with saved policy 3.2 'Protection of amenity' of the Southwark Plan (2007) and strategic policy 13 'High environmental standards' of the Core Strategy (2011).

- 4 Prior to works commencing, including any demolition, an Arboricultural Method Statement detailing the means by which any retained trees on or directly adjacent to the site as identified on drawing number 1320\_P\_009A are to be protected from damage by demolition works, vehicles, stored or stacked building supplies, waste or other materials, and building plant or other equipment, shall be submitted to and approved in writing by the Local Planning Authority. Within the protected area, any excavation must be dug by hand and any roots found to be greater than 25mm in diameter must be retained and worked around. Excavation must adhere to the guidelines set out in the National Joint Utilities Group (NJUG) publication Volume 4, 'Guidelines for the Planning, Installation and Maintenance of Utility Apparatus in Proximity to Trees (Issue 2)'. Cross sections shall be provided to show surface, other changes to levels and any proposed activity within root protection areas required in order to facilitate demolition.

A pre-commencement meeting shall be arranged, the details of which shall be notified to the Local Planning Authority for agreement in writing prior to the meeting and prior to works commencing on site, including any demolition or changes to ground levels.

The existing trees on or adjoining the site which are to be retained shall be protected and both the site and trees managed in accordance with the recommendations (including facilitative pruning specifications and supervision schedule) contained in the Arboricultural Report. Following the pre-commencement meeting all tree protection measures shall be installed, carried out and retained throughout the period of the works, unless otherwise agreed in writing by the Local Planning Authority. In any case, all works must adhere to BS5837: (2012) and BS3998: (2010).

If within the expiration of 5 years from the date of the occupation of the building for its permitted use any retained tree is removed, uprooted or destroyed or dies, another tree shall be planted at the same place and that tree shall be of such size and species, and shall be planted at such time, as may be specified in writing by the Local Planning Authority.

Reason

To ensure the protection of the existing trees in accordance with The National Planning Policy Framework 2012, Strategic Policy 11 Open spaces and wildlife of The Core Strategy 2011 and Saved Policies 3.2 Protection of Amenity and 3.28 Biodiversity of The Southwark Plan 2007.

- 5 The development shall not commence until details of a Construction Environmental Management Plan has been submitted to, and approved in writing by the Local Planning Authority for that part of the development. The Construction Environmental Management Plan shall oblige the applicant, or developer and its contractor to use all best endeavours to minimise disturbances including but not limited to noise, vibration, dust, smoke and plant emissions emanating from the site during demolition and construction and will include the following information for agreement

A detailed specification of demolition and construction works at each phase of development including consideration of environmental impacts and the required remedial measures.

The specification shall include details of the method of piling.

Engineering measures, acoustic screening and the provision of sound insulation required mitigating or eliminating specific environmental impacts.

Arrangements for publicity and promotion of the scheme during construction.

A commitment to adopt and implement of the ICE Demolition Protocol and Considerate Contractor Scheme registration.

Measures to ensure minimum disruption to the movement of traffic (including bus operations, cyclists and pedestrians) during the construction phase of this development.

Details of road construction trips generated, site access arrangements, construction routes and cumulative impacts of construction traffic; and any security issues should also be identified.

All demolition and construction work shall be undertaken in strict accordance with the approved management scheme and code of practice, unless otherwise agreed in writing by the Local Planning Authority.

Reason

To ensure that and occupiers of neighbouring premises do not suffer a loss of amenity by reason of pollution and nuisance in accordance with saved policy 3.2 'Protection of Amenity' of The Southwark Plan 2007 and strategic policy 13 'High environmental standards' of the Core Strategy 2011.

**Commencement of works above grade** - the details required to be submitted for approval by the condition(s) listed below must be submitted to and approved by the council before any work above grade is commenced. The term 'above grade' here means any works above ground level.

- 6 Details of the vehicle and pedestrian access to the site from Salter Road including full details of the visibility of splays and a revised location for the vehicular access gates into the site from Salter Road shall be submitted to and approved by the Local Planning Authority prior to the commencement of above grade work. The development shall not be carried out otherwise than in accordance with any approval given.

Reason

In order to that the Council may be satisfied that the proposal will not compromise highway safety in accordance with saved policy 5.2 'Transport impacts' of the Southwark Plan (2007).

- 7 Prior to commencement of above grade works details of a surface water drainage strategy, incorporating sustainable drainage principles, that achieves a reduction in surface water run-off rates of at least 50% of the existing runoff rate from the site during a 1% Annual Exceedance Probability (AEP) event shall be submitted to and approved in writing by Local Planning Authority. The development shall be carried out in accordance with the details thereby approved.

Reason:

To minimise the potential for the site to contribute to surface water flooding in accordance with saved policy 3.9 Water of the Southwark Plan, Strategic policy 13 of the Core Strategy (2011) and guidance in the Sustainable Design and Construction SPD (2009).

- 8 Prior to the commencement of above grade works full details of all proposed tree planting shall be submitted to and approved in writing by the Local Planning Authority. Each of the 79 trees to be planted shall have a minimum stem girth of 38cm and the details will include tree pit cross sections, planting and maintenance specifications, use of guards or other protective measures and confirmation of location, species, sizes, nursery stock type, supplier and defect period. All tree planting shall be carried out in accordance with those details and at those times. Planting shall comply with BS5837: Trees in relation to demolition, design and construction (2012) and BS: 4428 Code of practice for general landscaping operations.

If within a period of five years from the date of the planting of any tree that tree, or any tree planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree of the same species and size as that originally planted shall be planted at the same place in the first suitable planting season., unless the local planning authority gives its written consent to any variation.

To ensure the proposed development will preserve and enhance the visual amenities of the locality and is designed for the maximum benefit of local biodiversity, in addition to the attenuation of surface water runoff in accordance with The National Planning Policy Framework 2012 Parts 7, 8, 11 & 12 and policies of The Core Strategy 2011: SP11 Open spaces and wildlife; SP12 Design and conservation; SP13 High environmental standards, and Saved Policies of The Southwark Plan 2007: Policy 3.2 Protection of amenity; Policy 3.12 Quality in Design; Policy 3.13 Urban Design and Policy 3.28 Biodiversity.

- 9 Prior to commencement of above grade works, details of a revised layout for unit 54 showing this unit laid out as a studio flat shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the details thereby approved.

Reason

The layout as shown would provide an undersized 1-bedroom unit which would fail to provide an acceptable



standard of accommodation for future occupiers, which is required by saved policy 4.2 'Quality of accommodation' of the Southwark Plan (2007).

- 10 Before any above grade work hereby authorised begins, details of the means of enclosure for all site boundaries (including the new park) shall be submitted to and approved in writing by the Local Planning Authority and the development shall not be carried out otherwise than in accordance with any such approval given.

Reason

In the interests of visual and residential amenity in accordance with The National Planning Policy Framework 2012, Strategic Policy 12 Design and conservation of The Core Strategy 2011 and Saved Policies 3.2 Protection of amenity, 3.12 Quality in Design, and 3.13 Urban design of the Southwark Plan 2007.

- 11 Before any above grade work hereby authorised begins, detailed drawings [scale 1:100] of a hard and soft landscaping scheme for the residential part of the site showing the treatment of all parts of the site not covered by buildings (including cross sections, surfacing materials of any parking, access, or pathways layouts, materials and edge details and material samples of hard landscaping) and which shall include a minimum of 30% native planting shall be submitted to and approved in writing by the Local Planning Authority. The landscaping shall not be carried out otherwise than in accordance with any such approval given and shall be retained for the duration of the use.

The planting, seeding and/or turfing shall be carried out in the first planting season following completion of building works and any trees or shrubs that is found to be dead, dying, severely damaged or diseased within five years of the completion of the building works OR five years of the carrying out of the landscaping scheme (whichever is later), shall be replaced in the next planting season by specimens of the same size and species in the first suitable planting season. Planting shall comply to BS: 4428 Code of practice for general landscaping operations, BS: 5837 (2012) Trees in relation to demolition, design and construction and BS 7370-4:1993 Grounds maintenance Recommendations for maintenance of soft landscape (other than amenity turf).

Reason

So that the Council may be satisfied with the details of the landscaping scheme in accordance with The National Planning Policy Framework 2012 Parts 7, 8, 11 & 12 and policies of The Core Strategy 2011: SP11 Open spaces and wildlife; SP12 Design and conservation; SP13 High environmental standards, and Saved Policies of The Southwark Plan 2007: Policy 3.2 Protection of amenity; Policy 3.12 Quality in Design; Policy 3.13 Urban Design and Policy 3.28 Biodiversity.

- 12 Prior to the commencement of above grade works details of a minimum of 16 bird and / or bat nesting boxes (to include Swift, House sparrow and standard nest boxes) and 12 nesting bricks or tubes including their exact location, specification and design of the habitats shall be submitted to and approved in writing by the Local Planning Authority. The boxes / bricks shall be installed with the development prior to the first occupation of the building to which they form part or the first use of the space in which they are contained. The nesting boxes / bricks shall be installed strictly in accordance with the details so approved, and shall be maintained as such thereafter.

Reason

This condition is necessary to ensure the protection of wildlife and supporting habitat and to secure opportunities for the enhancement of the nature conservation value of the site in accordance with saved policy 3.28 'Biodiversity' of the Southwark Plan (2007) and strategic policy 11 'Open spaces and wildlife' of the Core Strategy (2011).

- 13 Prior to the commencement of above grade works a landscape management plan, including long- term design objectives, management responsibilities and maintenance schedules for all landscaped areas (except privately owned domestic gardens), shall be submitted to and approved in writing by the local planning authority. The landscape management plan shall be carried out as approved and any subsequent variations shall be agreed in writing by the local planning authority.

The scheme shall include the following elements: New open space, soft landscaping, brown roofs, roosting and nesting features.

Reason

This condition is necessary to ensure the protection of wildlife and supporting habitat and to secure opportunities for the enhancement of the nature conservation value of the site in accordance with saved policy 3.28 'Biodiversity' of the Southwark Plan (2007) and strategic policy 11 'Open spaces and wildlife' of the Core Strategy (2011).

- 14 Prior to the commencement of above grade works a roof plan for the development showing the location of the photovoltaic panels and brown roofs shall be submitted to and approved in writing by the Local Planning Authority. The development shall be completed in accordance with the details thereby approved.

## Reason

To ensure the proposal complies with The National Planning Policy Framework 2012, Strategic Policy 13 High environmental standards of The Core Strategy 2011 and Saved Policies 3.3 Sustainability, 3.4 Energy Efficiency and 3.28 Biodiversity of the Southwark Plan 2007.

- 15 Prior to commencement of above grade works elevations and details of materials for the electricity substation shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the details thereby approved.

## Reason

In the interest of visual amenity, in accordance with saved policies 3.12 'Quality in design' and 3.13 'Urban design' of the Southwark Plan (2007) and strategic policy 12 'High environmental standards' of the Core Strategy (2011).

- 16 Scale 1:5/10 section detail-drawings of the following elements shall be submitted to and approved in writing by the Local Planning Authority before the commencement of above grade works for the relevant plot; the development shall not be carried out otherwise than in accordance with any such approval given.

- a) elevations and sections of feature brick panels;
- b) parapets and roof terraces;
- c) heads, cills and jambs of all openings;
- d) balconies including balustrades;
- e) entrance lobbies; and
- f) roof edges;

## Reason:

In order that the Local Planning Authority may be satisfied as to the design and details in accordance with Part 7 of the NPPF; Policy SP12 of the Core Strategy (2011) and saved Policies 3.12 Quality in Design; 3.13 Urban Design; of The Southwark Plan (2007).

- 17 Prior to the commencement of above grade works, samples of all external facing materials including 1sqm sample panels of the different types of brickwork and aluminium for the windows 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 to ensure that these samples will make an acceptable contextual response in terms of materials to be used, and achieve a quality of design and detailing in accordance with The National Planning Policy Framework 2012, Strategic Policy 12 - Design and Conservation of The Core Strategy 2011 and Saved Policies: 3.12 Quality in Design and 3.13 Urban Design of The Southwark Plan 2007.

- 18 Before any above grade work hereby authorised begins, detailed drawings [select scale 1:50, 1:100 or 1:500] of a hard and soft landscaping scheme for the new park showing the treatment of all parts of the site not covered by buildings (including cross sections, surfacing materials of any parking, access, or pathways layouts, materials and edge details and material samples of hard landscaping), shall be submitted to and approved in writing by the Local Planning Authority. The landscaping shall not be carried out otherwise than in accordance with any such approval given and shall be retained for the duration of the use.

The planting, seeding and/or turfing shall be carried out in the first planting season following completion of building works and any trees or shrubs that is found to be dead, dying, severely damaged or diseased within five years of the completion of the building works OR five years of the carrying out of the landscaping scheme (whichever is later), shall be replaced in the next planting season by specimens of the same size and species in the first suitable planting season. Planting shall comply to BS: 4428 Code of practice for general landscaping operations, BS: 5837 (2012) Trees in relation to demolition, design and construction and BS 7370-4:1993 Grounds maintenance Recommendations for maintenance of soft landscape (other than amenity turf).

## Reason

So that the Council may be satisfied with the details of the landscaping scheme in accordance with The National Planning Policy Framework 2012 Parts 7, 8, 11 & 12 and policies of The Core Strategy 2011: SP11 Open spaces and wildlife; SP12 Design and conservation; SP13 High environmental standards, and Saved Policies of The Southwark Plan 2007: Policy 3.2 Protection of amenity; Policy 3.12 Quality in Design; Policy 3.13 Urban Design and Policy 3.28 Biodiversity.

**Pre-occupation condition(s)** - the details required to be submitted for approval by the condition(s) listed below must be submitted to and approved by the council before the building(s) hereby permitted are occupied or the use hereby permitted is commenced.

- 19 Prior to occupation of the individual blocks, confirmation that Secure by Design certification for that block has been achieved shall be submitted to and approved in writing by the Local Planning Authority. Three months following the final occupation of the development confirmation that the entire development has achieved Secure by Design certification shall be submitted to the Council for approval in writing.

Reason

To ensure that the development would provide a safe and secure environment for future occupiers, in accordance with saved policy 3.14 'Designing out crime' of the Southwark Plan (2007).

- 20 a) The contamination remediation works shall be carried out in accordance with the approved remediation strategy by Card Geotechnics Limited dated January 2014. Following completion of these works a verification report providing evidence that all works required by the remediation strategy have been completed shall be submitted to and approved in writing by the Local Planning Authority.

b) In the event that potential contamination is found at any time when carrying out the approved development that was not previously identified, it shall be reported in writing immediately to the Local Planning Authority, and a scheme of investigation and risk assessment, a remediation strategy and verification report (if required) shall be submitted to the Local Planning Authority for approval in writing.

Reason

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other off-site receptors in accordance with saved policy 3.2 'Protection of amenity' of the Southwark Plan (2007), strategic policy 13' High environmental standards' of the Core Strategy (2011) and the National Planning Policy Framework 2012.

- 21 Details of an angled window to unit 57 (plot E) serving the left-hand master bedroom window shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the details thereby approved prior to the occupation of the unit and shall be retained as such thereafter.

Reason

To ensure an adequate level of privacy to unit 63 and compliance with saved policy 4.2 'Quality of accommodation' of the Southwark Plan (2007).

- 22 Details of screening to the left hand side of the balconies to units 70 and 81 (plot E) shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the details thereby approved prior to the occupation of the units and shall be retained as such thereafter.

Reason

To ensure an acceptable level of privacy to the adjoining units and compliance with saved policy 4.2 'Quality of accommodation' of the Southwark Plan (2007).

- 23 Prior to their occupation revised details of the wheelchair accessible units showing their bathrooms laid out as wet rooms shall be submitted to and approved in writing by the Local Planning Authority. The wheelchair accessible units shall be constructed in accordance with the details thereby approved and retained as such thereafter.

Reason

To ensure the wheelchair units approved are delivered to the relevant standard in accordance with The National Planning Policy Framework 2012, Policy 7.2 An inclusive environment of the London Plan 2011, Strategic Policy 2 Sustainable Transport of the Core Strategy 2011 and Saved Policies 3.12 Quality in Design and 3.13 Urban Design of the Southwark Plan 2007.

- 24 Before the first occupation of the units a Code for Sustainable Homes final certification (or other verification process agreed with the Local Planning Authority) shall be submitted to and approved in writing by the Local Planning Authority, confirming that code level 4 has been achieved.

Reason

To ensure the proposal complies with The National Planning Policy Framework 2012, Strategic Policy 13 High environmental standards of The Core Strategy 2011 and Saved Policies 3.3 Sustainability and 3.4 Energy Efficiency of the Southwark Plan 2007.

- 25 Prior to the occupation of plot A a woodland management plan for the Dell shall be submitted to and approved in writing by the Local Planning Authority. The management plan should be prepared by a qualified and experienced arboricultural consultant and should include the following elements:

a) A statement of the overall design vision for the woodland and for individual trees retained as part of the

development - including amenity classification, nature conservation value and accessibility.

b) Type and frequency of management operations to achieve and sustain canopy, understorey and ground cover, and to provide reinstatement where tree loss or vandalism occurs.

c) Frequency of safety inspections, which should be at least three yearly in areas of high risk, less often in lower risk areas

d) Confirmation that the tree pruning work is carried out by suitably qualified and insured tree contractors to British Standard 3998 (2010).

e) Special measures relating to Protected Species or habitats, e.g. intensive operations to avoid March - June nesting season or flowering period.

f) Inspection for pests, vermin and diseases and proposed remedial measures.

g) Recommendations relating to how trees within the immediate vicinity of properties or within private areas are to be protected, such that these are retained without the loss of their canopy or value as habitat. All works shall adhere to BS5837: Trees in relation to demolition, design and construction (2012).

h) Confirmation of cyclical management plan assessments and revisions to evaluate the plan's success and identification of any proposed actions.

#### Reason

To ensure the proposed development will preserve and enhance the visual amenities of the locality and is designed for the maximum benefit of local biodiversity, in addition to the attenuation of surface water runoff in accordance with The National Planning Policy Framework 2012 Parts 7, 8, 11 & 12 and policies of The Core Strategy 2011: SP11 Open spaces and wildlife; SP12 Design and conservation; SP13 High environmental standards, and Saved Policies of The Southwark Plan 2007: Policy 3.2 Protection of amenity; Policy 3.12 Quality in Design; Policy 3.13 Urban Design and Policy 3.28 Biodiversity.

- 26 The measures outlined in the travel plan by URS dated January 2014 shall be implemented upon first occupation of the building. At the start of the second year of operation of the approved Travel Plan a detailed survey showing the methods of transport used by all those users of the building to and from the site and how this compares with the proposed measures and any additional measures to be taken to encourage the use of public transport, walking and cycling to the site shall be submitted to and approved in writing by the Local Planning Authority and the development shall not be carried out otherwise in accordance with any such approval given.

#### Reason

In order that the use of non-car based travel is encouraged in accordance with The National Planning Policy Framework 2012, Strategic Policy 2 Sustainable Transport of The Core Strategy 2011 and Saved Policies 5.2 Transport Impacts, 5.3 Walking and Cycling and 5.6 Car Parking of the Southwark Plan 2007.

- 27 Details of the refuse holding area on Salter Road shall be submitted to and approved in writing by the Local Planning Authority. The refuse holding area shall be provided in accordance with the details thereby approved prior to the occupation of plot F.

#### Reason

In the interests of visual amenity and to ensure that there would be adequate waste storage facility to serve the development, in accordance with the National Planning Policy Framework 2012, Strategic Policy 13 High Environmental Standards of the Core Strategy 201 and Saved Policies 3.2 Protection of Amenity, Policy 3.7 Waste Reduction and 3.12 Quality in design of The Southwark Plan 2007

- 28 The refuse stores for the individual blocks and houses shall be provided in accordance with the approved details prior to the occupation of that block or house. The refuse stores shall be retained as such thereafter and shall not be used for any other purpose.

#### Reason

To ensure 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 The National Planning Policy Framework 2012, Strategic Policy 13 High Environmental Standards of the Core Strategy 201 and Saved Policies 3.2 Protection of Amenity and Policy 3.7 Waste Reduction of The Southwark Plan 2007

- 29 Details of a phasing plan for the delivery of the parking spaces on the site shall be submitted to and approved in writing by the Local Planning Authority. The parking spaces shall be completed in accordance with the phasing plan and all of the spaces shall be provided prior to the final occupation of the development. The parking spaces shall be permanently retained as such thereafter.

#### Reason

To ensure the timely delivery and retention of the parking spaces for the development, in accordance with saved

policy 5.6 'Car parking' of the Southwark Plan (2007).

- 30 Before the first occupation of the development hereby approved, details of the installation (including location and type) of electric vehicle charger points to serve 20% of the parking spaces on the site shall be submitted to and approved in writing by the Local Planning Authority. The electric vehicle charger points shall be installed prior to occupation of the development and the development shall not be carried out otherwise in accordance with any such approval given.

Reason

To encourage more sustainable travel in accordance with The National Planning Policy Framework 2012, Strategic Policy 2 Sustainable Transport of The Core Strategy 2011 and Saved Policies 3.1 Environmental Effects and 5.2 Transport Impacts of the Southwark Plan 2007.

- 31 Prior to the occupation of the individual plots and houses, the cycle parking facilities for that particular plot or house shall be provided in accordance with the approved plans. All of the cycle parking for the development including the courtyard provision, which shall be covered, shall be completed prior to the final occupation of the development and the cycle parking shall 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 The National Planning Policy Framework 2012, Strategic Policy 2 - Sustainable Transport of The Core Strategy and Saved Policy 5.3 Walking and Cycling of the Southwark Plan 2007.

- 32 The play equipment for the development shall be provided prior to the occupation of plots D, E and F or shall be retained as such thereafter.

Reason

To ensure that there would be adequate play facilities to serve the development, in accordance with saved policy 4.2 'Quality of accommodation' of the Southwark Plan (2007) and strategic policy 13 'High environmental standards' of the Core Strategy (2011).

**Compliance condition(s)** - the following condition(s) impose restrictions and/or other requirements that must be complied with at all times once the permission has been implemented.

- 33 The dwellings hereby permitted shall be designed to ensure that the following internal noise levels are not exceeded due to environmental noise:

Bedrooms - 30dB LAeq, T \* and 45dB LAFmax  
Living rooms - 35dB LAeq, T \*\*

\* - Night-time 8 hours between 23:00-07:00

\*\* - Daytime 16 hours between 07:00-23:00.

Reason

To ensure that the occupiers and users of the development do not suffer a loss of amenity by reason of excess noise from environmental and transportation sources in accordance with strategic policy 13 'High environmental standards' of the Core Strategy (2011) saved policies 3.2 'Protection of amenity' and 4.2 'Quality of residential accommodation' of the Southwark Plan (2007), and the National Planning Policy Framework 2012.

- 34 The rated noise level from any plant, together with any associated ducting shall be 10 dB(A) or more below the measured LA90 level at the nearest noise sensitive premises). The method of assessment is to be carried in accordance with BS4142:1997 'Rating industrial noise affecting mixed residential and industrial areas'. The plant and equipment shall be installed and constructed in accordance with any such approval given and shall be permanently maintained thereafter and the development shall not be carried out otherwise than in accordance with any such approval given.

Reason

To ensure that occupiers of neighbouring premises do not suffer a loss of amenity by reason of noise nuisance from plant and machinery in accordance with the National Planning Policy Framework 2012, .Strategic Policy 13 High Environmental Standards of the Core Strategy 2011 and Saved Policy 3.2 Protection of Amenity of the Southwark Plan (2007).

- 35 The proposed development shall be constructed in accordance with the energy statement dated 31st January

2014 , and the measures therein including the renewable energy measures shall be installed and operational prior to occupation of the individual blocks or houses.

**Reason**

To ensure the proposal complies with The National Planning Policy Framework 2012, Strategic Policy 13 High environmental standards of The Core Strategy 2011 and Saved Policies 3.3 Sustainability and 3.4 Energy Efficiency of the Southwark Plan 2007.

- 36 Notwithstanding the provisions of classes A-E of part 1, schedule 2 of the Town and Country Planning General Permitted Development Order (or amendment or re-enactment thereof) no extension, enlargement or other alteration of the premises shall be carried out to the houses hereby permitted

**Reason**

To safeguard the character and the amenity of the buildings and the setting of the adjacent woodland, in accordance with Strategic Policy 13 - High environmental standards and Strategic Policy 12 - Design and conservation of The Core Strategy 2011 and Saved Policies 3.2 Protection of Amenity, 3.12 Quality in Design of the Southwark Plan 2007 and the National Planning Policy Framework 2012.

- 37 The integral garages to serve the development shall be retained as such and shall not be used as habitable accommodation.

**Reason**

To ensure that occupiers of neighbouring premises do not suffer a loss of amenity by reason of nuisance in accordance with Strategic Policy 13 High Environmental Standards of the Core Strategy 2011, Saved Policy 3.2 Protection of Amenity of the Southwark Plan (2007), and the National Planning Policy Framework 2012.

- 38 Details of a phasing plan for the delivery of the parking spaces on the site shall be submitted to and approved in writing by the Local Planning Authority. The parking spaces shall be completed in accordance with the phasing plan and all of the spaces shall be provided prior to the final occupation of the development. The parking spaces shall be permanently retained as such thereafter.

**Reason**

To ensure the timely delivery and retention of the parking spaces for the development, in accordance with saved policy 5.6 'Car parking' of the Southwark Plan (2007).

**Statement of positive and proactive action in dealing with the application**

Pre-application advice has been provided and negotiations have continued throughout the course of the application to secure an acceptable scheme.

**Informatives**

It is the responsibility of the developer to make proper provision for drainage to ground, water courses or a suitable sewer. Petrol / oil interceptors should be fitted in all car parking areas. Thames Water will aim to provide a minimum pressure of 10m head (approximately 2 bar) and a flow rate of 9 litres / minute at the point where it leaves Thames Water pipes. The developer should take account of this in the design of the proposed development. You are advised to contact Thames Water for further information (0845 850 277).

As the development is in an air quality management area you are advised that when deciding upon ventilation to the building, consideration should be given to exposure to road traffic pollution. Advice can be obtained from the Council's Community Safety and Enforcement Team (0207 525 4261).

If the proposed development requires alterations to public highways and/or parking layout, the applicant should contact the Highways Development Control department at least four months prior to any works commencing to enter into a s278 highways agreement. Please contact Iaan Smuts [iaan.Smuts@southwark.gov.uk](mailto:iaan.Smuts@southwark.gov.uk) and Tel: 020 7525 2170. The applicant should familiarise themselves with Southwark's Streetscape Design Manual which is available on the website.

No development shall take place until construction details of any internal access road(s) to achieve an adoptable standard have been submitted to and been approved in writing by the Local Planning Authority. The building(s) should not be occupied or the use commenced until the road(s) is/are constructed in accordance with the approved plans to ensure the internal access roads are to a satisfactory standard for use by the public and are completed prior to occupation.

Highways DC will need confirmation that all new statutory services are complete prior to footway and/or carriageway works commencing.

If part of the adopted highway will need to be stopped up in order to enable this development to proceed, a

highway stopping up order will need to be applied for under the provisions of the Town and Country Planning Act 1990. This process is likely to take a minimum of 4 months for a straightforward unopposed order. If there are any objections the timeframe may extend significantly beyond this. Please contact Iaan Smuts, Development Control Manager at the earliest convenience [iaan.Smuts@southwark.gov.uk](mailto:iaan.Smuts@southwark.gov.uk) and Tel: 020 7525 2170.

Heavy duty vehicles will not be permitted to access the site unless a temporary heavy duty crossover is in place. If this is required please contact Ian Law – [ian.law@southwark.gov.uk](mailto:ian.law@southwark.gov.uk) or Tel: 020 7525 2170.

Compliance with S168 to S175 of the Highways Act 1980, relating to “Precautions to be taken in doing certain works in or near streets or highways” - any item and/or structure placed on or adjacent to the public highway may require a license. Please contact Highways Licensing on [highwayslicensing@southwark.gov.uk](mailto:highwayslicensing@southwark.gov.uk) to obtain this. All licenses should be in place prior to works commencing.

Compliance with section 140A of the Highways Act, 1980 – “Builders skips: charge for occupation of highway” - where it is necessary to place a skip on any part of the highway (pavement, verge or the side of the road), you will need to contact a skip company, which is currently registered on Southwark Councils approved skip companies list. The skip company will apply for the necessary license, which operates for a period of up to four weeks. The approved list is available to view on Southwark’s website or by contacting [highwayslicensing@southwark.gov.uk](mailto:highwayslicensing@southwark.gov.uk)

Compliance with S59 and S60 of the Highway Act, 1980 – Prior to works commencing on site (including any demolition) a joint condition survey should be arranged with Southwark Council development control team to catalogue condition of streets and drainage gullies. Please contact Iaan Smuts, Development Control Manager on 020 7525 2135 to arrange. Approval by highways is required and a copy of findings and condition survey document to be sent to planning case officer for development in question.

Compliance with S178 of the Highways Act, 1980 - The applicant is advised that they must apply for a license if there is a proposed overhang on the public highway. The applicant should be advised to contact the Development Control Team, Public Realm, specifically [iaan.Smuts@southwark.gov.uk](mailto:iaan.Smuts@southwark.gov.uk) and Tel: 020 7525 2170. No projection should be below 2.4m in height in accordance with Section 178, Highways Act 1980.

Compliance with Section 179, Highways Act 1980. “Control of construction of cellars under street” – If construction is required under the highway the developer should contact the Development Control Team, Public Realm, specifically [iaan.Smuts@southwark.gov.uk](mailto:iaan.Smuts@southwark.gov.uk) and Tel: 020 7525 2170.

Compliance with S153 of the Highways Act 1980 - all doors or gates must be hung so that they do not open over or across the road or pavement.

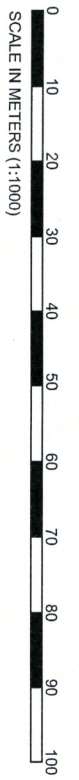
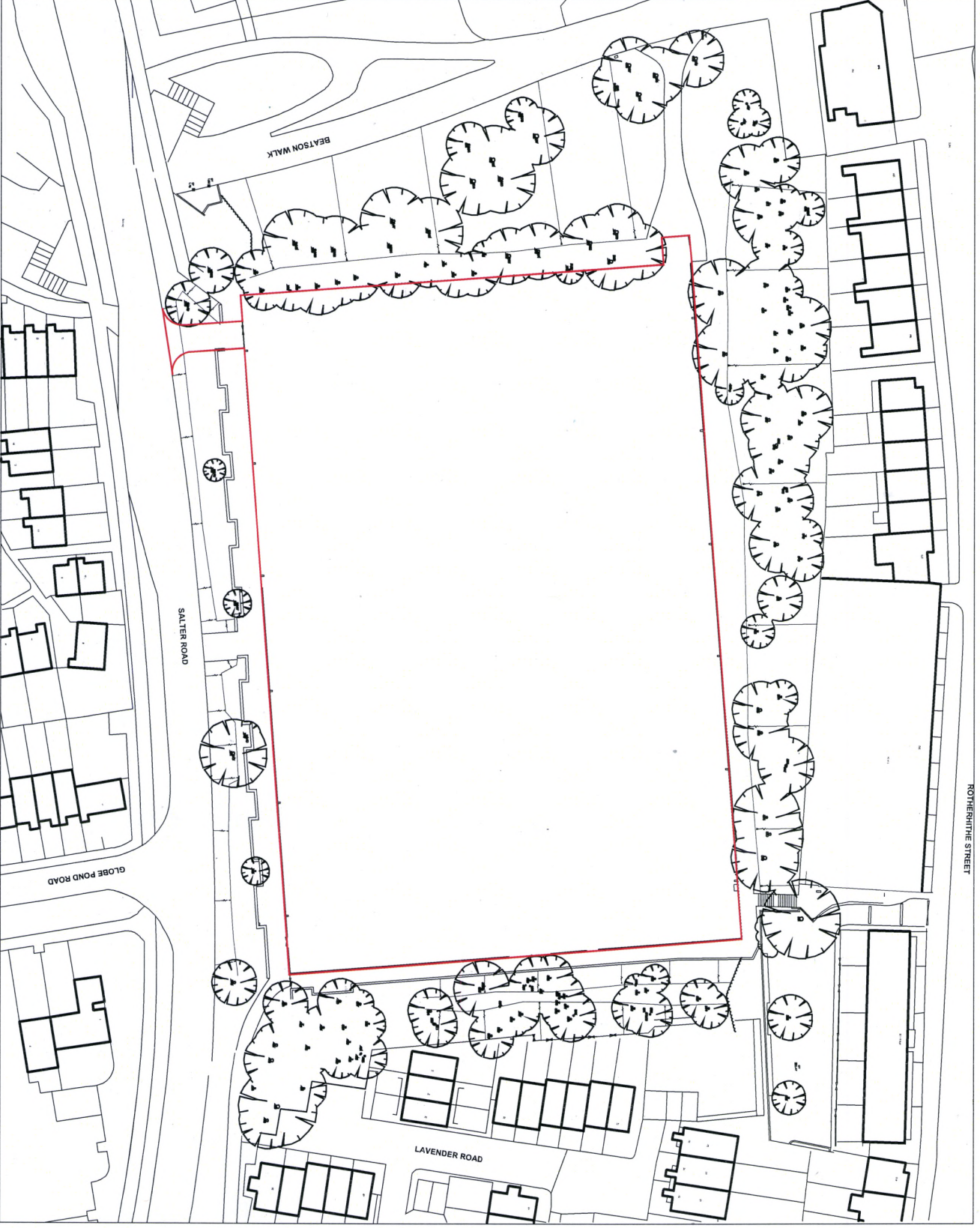
Compliance with S100 of the Highways Act 1980. Any damage or blockages to drainage will be repaired at the cost of the developer. All works to be undertaken by Southwark Council Highways Service.

Water will not be permitted to flow onto the public highway in accordance with Section 163, Highways Act 1980

Public highway footway cross falls will not be permitted to drain water onto private land or private drainage.

You are advised to refer to the Environment Agency website for further information regarding SUDs and flood resilience measures ([www.environment-agency.gov.uk](http://www.environment-agency.gov.uk))





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*Rec'd 21/2/14*

Revision A (14/02/2014) - road names added

**Fairview**  
NEW HOMES Ltd.

Salter Road  
Rotherhithe

Site Location Plan

Scale 1:1000 @ A3  
Date January 2014  
Drawn ML

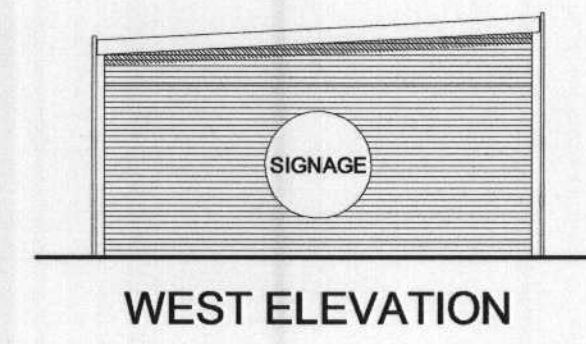
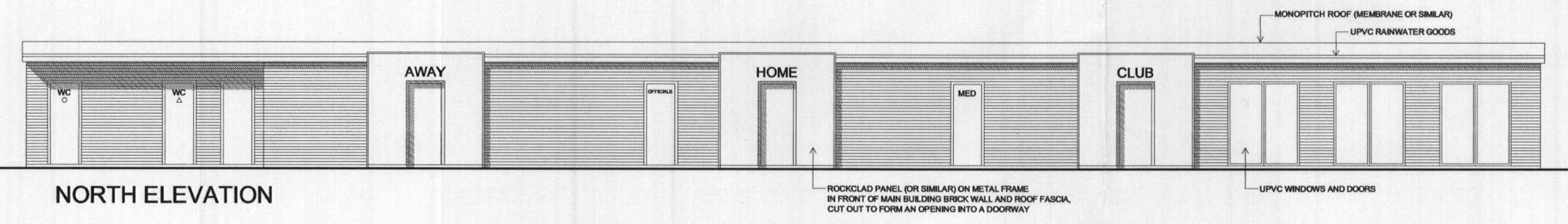
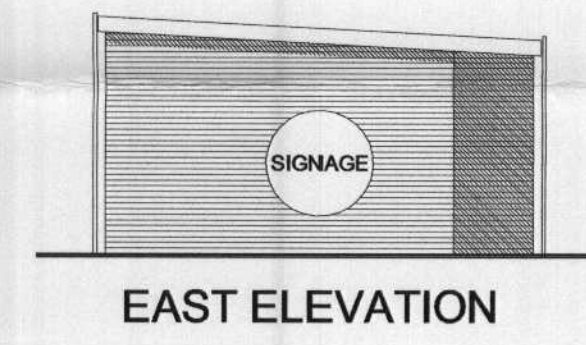
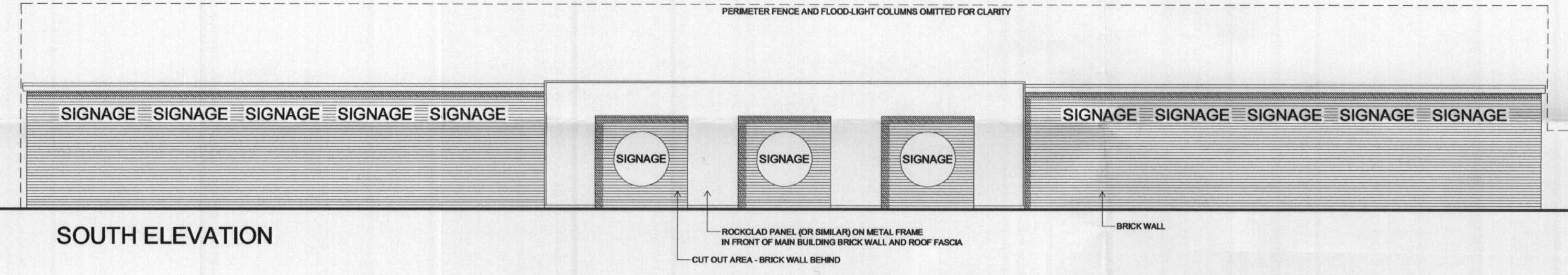
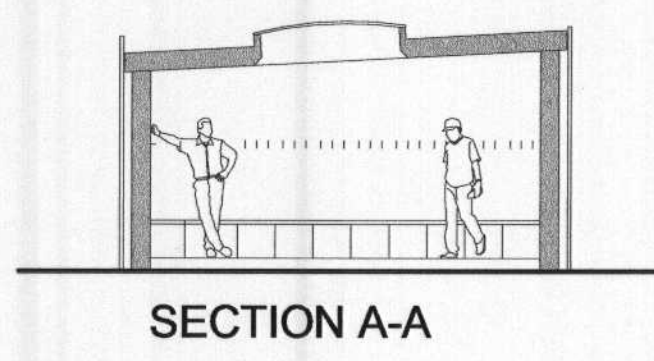
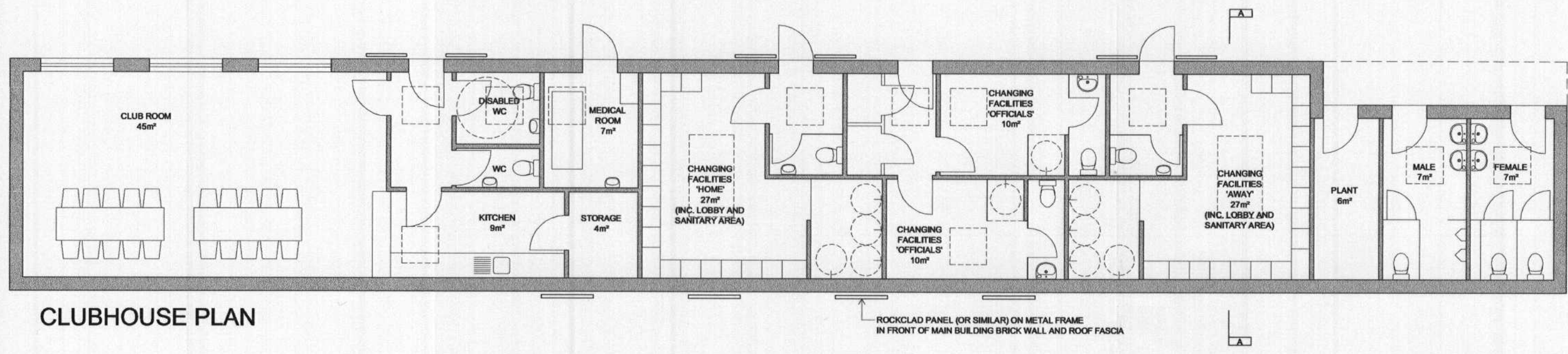
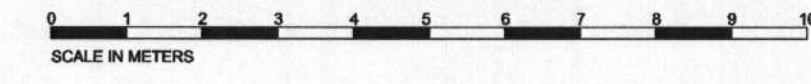
FAIRVIEW NEW HOMES Ltd.  
50 Lancaster Road Enfield Middx EN2 0BY  
Telephone: 0208-366 1271 Fax: 0208-366 7219

Drawing No. PL12/105/P/523 A  
Revision

SOUTHWAYS PLANNING  
020 893 0101  
- 5 MAR 2014  
SCANNED J/R



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**Fairview**  
**NEW HOMES Ltd.**

Salter Road  
 Rotherhithe  
 Proposed Clubhouse Plans

Scale 1:100 @ A2  
 Date January 2014  
 Drawn ML

FAIRVIEW NEW HOMES Ltd.  
 50 Lancaster Road Enfield Middx EN2 0BY  
 Telephone: 0208-366 1271 Fax: 0208-366 7219

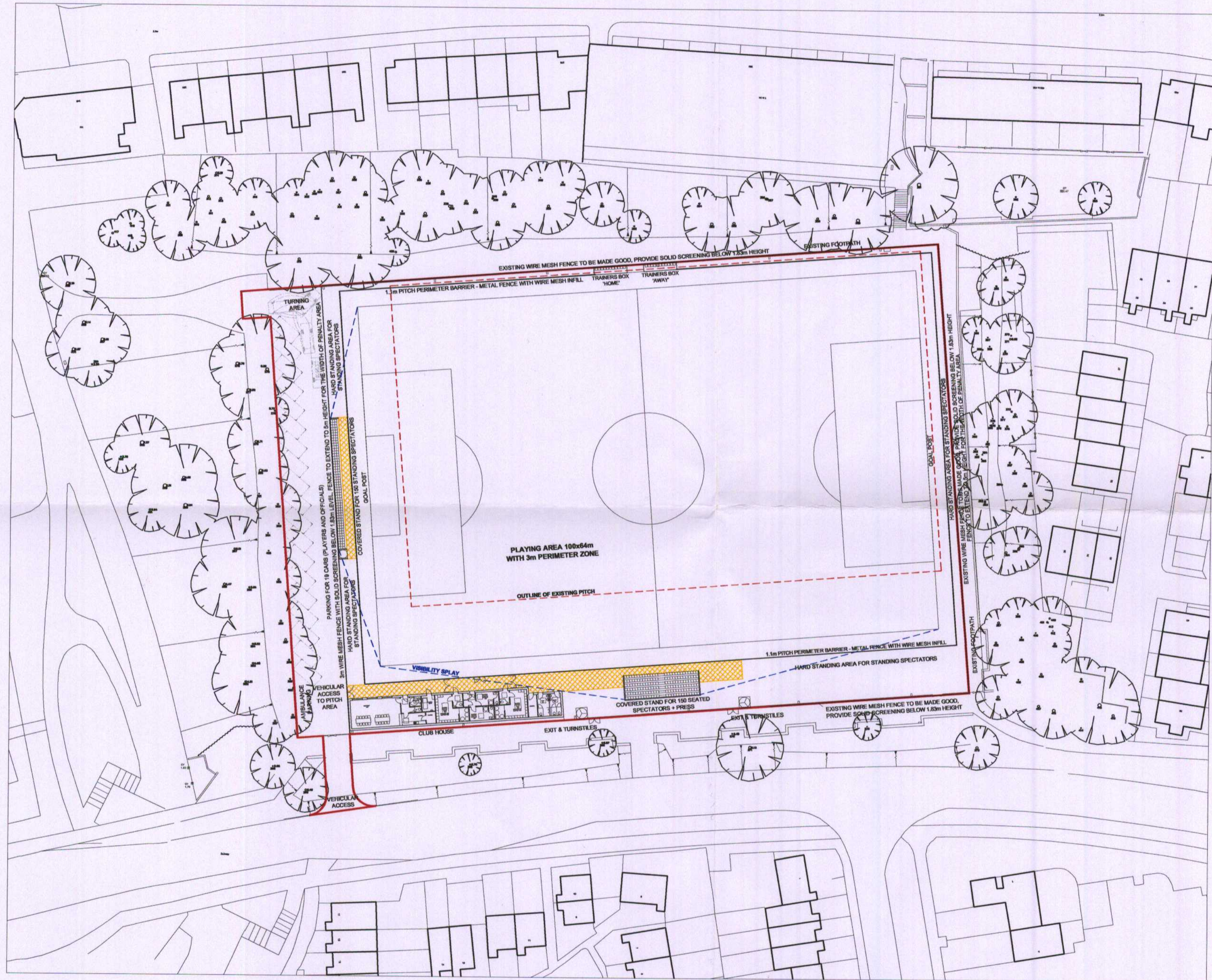
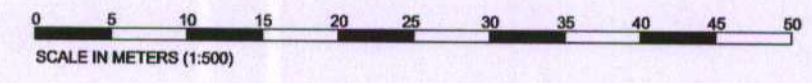
Drawing No. PL12/105/P/521  
 Revision

London Borough of Southwark  
 Received on:  
 - 3 FEB 2014  
**14 AP 03 10**  
 Planning Case File





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London Borough of Southwark  
Received on:  
- 3 FEB 2014  
**14 AP 0310**  
Planning Case File

**Fairview**  
NEW HOMES Ltd.

Salter Road  
Rotherhithe  
Football Ground Layout

Scale 1:500 @ A2  
Date January 2014  
Drawn ML

FAIRVIEW NEW HOMES Ltd.  
50 Lancaster Road Enfield Middx EN2 0BY  
Telephone: 0208-366 1271 Fax: 0208-366 7219

Drawing No. PL12/105/P/520  
Revision



<b>Item No.</b> 6.3	<b>Classification:</b> OPEN	<b>Date:</b> 1 July 2014	<b>Meeting Name:</b> Planning Committee
<b>Report title:</b>	<b>Development Management planning application:</b> Application 14/AP/0310 for: Full Planning Permission  <b>Address:</b> ST PAUL'S RECREATION GROUND, SALTER ROAD, LONDON SE16  <b>Proposal:</b> Refurbishment of St Paul's Recreation Ground (Use Class D2) to include replacement and enlargement of the existing artificial playing surface; erection of a new single storey clubhouse and changing rooms; construction of two covered spectators stands with seating and standing areas, plus open spectator standing areas, two turnstile entrances from Salter Road, vehicular and cycle parking, new vehicular access onto Salter Road and replacement fencing.		
<b>Ward(s) or groups affected:</b>	Surrey Docks		
<b>From:</b>	Head of Development Management		
<b>Application Start Date</b> 26/02/2014		<b>Application Expiry Date</b> Planning Performance Agreement (1 August 2014)	
<b>Earliest Decision Date</b> 29/03/2014			

## RECOMMENDATION

- 1 That planning permission be granted, subject to conditions.

## BACKGROUND INFORMATION

### Site location and description

- 2 The application site is the St Paul's sports ground which is located on the northern side of Salter Road. It has a site area of 0.97 hectares and comprises a full-sized synthetic turf pitch, mesh fencing and flood lighting. The site is owned by the Council and was previously managed by Bacon's College for the delivery of curriculum activities and pay and play. This arrangement ceased around eight years ago when the college obtained planning permission to upgrade the neighbouring Mellish Fields and the college now uses that site instead. The St Paul's site has not been managed since owing to a lack of funding and whilst it is understood to be used on an informal basis by people living in the area, it is incapable of supporting any formal use.
- 3 In terms of the surrounding land uses, there are residential properties to the north, south and east of the site, and the Peter Hills with St Mary's and St Paul's C of E school is to the west. The site is within approximately 100m of the former Surrey Docks Stadium which is located to the south-west of the site. There are trees around the northern, eastern and western boundaries of the site.

### Details of proposal

- 4 Full planning permission is sought to refurbish the facility comprising replacement and

enlargement of the existing artificial playing surface with a new artificial grass 3G surface, erection of a new single storey clubhouse and changing rooms, construction of two 150-seat covered spectators stands with seating and standing areas, open spectator standing areas, two turnstile entrances from Salter Road, vehicular and cycle parking, new vehicular access onto Salter Road and boundary fencing. There is already floodlighting at the site which would be retained and new lamps would be provided, and a public address system is proposed. The facilities have been designed to comply with the Football Association (FA) sports ground standards for a category D football pitch.

- 5 The vehicular access would be from Salter Road at the western edge of the site, leading to 19 off-street parking spaces, an ambulance space and a turning area. Pedestrian / spectator access to the site would be via two new turnstiles to be provided from the Salter Road frontage.
- 6 The proposed club house would be located along the southern boundary of the site, next to the new vehicular access. It would be a single-storey building with a shallow, mono-pitched roof with a maximum height of 3m fronting the street. It would provide 210sqm of accommodation comprising a club room, kitchen, changing rooms, WCs, a medical room and a plant room. It would be faced with brick with elements of cladding panels and would have upvc windows and doors.
- 7 Two metal spectator stands would be provided, each capable of accommodating up to 150 spectators. One would be located along the southern boundary of the site next to the clubhouse. It would measure 13.5m wide and a maximum of 5.5m at its highest point and would be for seated spectators, and there would be a spectator standing area beyond this and further spectator standing at the eastern end of the pitch. The other spectator stand would be located at the western end of the pitch and would be for standing spectators. It would measure 24.5m wide and 4m high at its highest point with additional spectator standing areas at either side.
- 8 The sports pitch would be enlarged and centralised to allow sufficient circulation space around the edges for match officials. A new 1.1m high pitch barrier would be erected around the edge of the pitch and two covered trainers' boxes would be provided along the northern edge.
- 9 The existing 3.7m high wire mesh fencing would be retained and repaired along the northern, eastern and southern boundaries, and new solid fencing to a height of 1.83m would be installed which would sit inside the existing mesh fencing; on the eastern boundary the solid fencing would extend to 5m in height for the width of the penalty area. A new 3m high wire mesh fence with 1.83m high solid section at the bottom would be erected at the western end of the pitch separating the pitch from the parking area and again the solid section of fencing would extend to 5m high for the width of the penalty area.
- 10 There are discrepancies in the submission regarding the proposed hours of use, but the applicant has confirmed that use would be required from 8am until 10pm Mondays to Fridays and 8am until 7pm on Saturdays and 8am until 6pm on Sundays. The exception to this would be one night a week during the football season (July to April) when use until 10:30pm is proposed to allow for injury or extra time during Fisher matches.
- 11 This application is linked to item 2 on the committee agenda relating to the former Surrey Docks Stadium. A planning application has been submitted to redevelop the former stadium site for housing and a new park, and in order to mitigate the loss of the existing stadium and to address a requirement in the Canada Water AAP (CWAAP) to provide sports facilities on the site, the applicant for the stadium site (Fairview)

proposes to contribute towards the work on the St Paul's site.

- 12 The total cost of the works are estimated at £950k and Fairview would contribute £500k. This would cover the cost of the upgraded surfacing and parking, the new 3G pitch, fencing and lighting (phase 1 works). The former stadium used to be home to Fisher Athletic (now Fisher FC, a local Bermondsey and Rotherhithe team) which vacated the site in 2004 owing to financial difficulties and now ground-shares with Dulwich Hamlet at the Dog Kennel Hill stadium. Fisher FC wish to return to their home area and would submit a joint application with the Council to the Football Foundation and Football Stadia Improvement fund for approximately £225k worth of funding. It is envisaged that the remaining £225k would be match funded by the Council through s106 funds, although this would require separate approval by the Planning Committee. This funding would secure the club house, spectator stand and PA system - phase 2 works. The Council would retain ownership of the site and Fisher FC would have a concession agreement to use the site for its training and match activities. The Council would seek a partner operator to manage the facility.

### **Planning history**

- 13 Planning permission for the existing facility was granted in 1978 (reference: TP/3000/D2/NCB).
- 14 11-AP-2608 - Partial change of use from Class D2 (leisure) to D1(education): a motorcycle training school. Erection of a portacabin in north west corner. Planning permission was REFUSED on 23/11/2011 for the following reasons:
- 15 1) The proposed use of the site as a motorcycle training centre is not compatible with the existing protected open space and does not allow for the enjoyment of the site as a community facility. Furthermore the proposed use is considered contrary to the designation of the site as an open space/community use as set out in the draft Canada Water Area Action Plan (2010). As such the proposal is contrary to Strategy Policy 4 'Places to learn and enjoy', and Strategic Policy 11 'Open Spaces and Wildlife' of the Core Strategy (2011) and is contrary to saved policy 3.27 'Other Open Space (OOS)' of the Southwark Plan 2007. It is also contrary to the site designation as set out the draft Canada Water Action Area Plan (2010) and policy 7.18 of the London Plan 2011.
- 16 2) Due to the nature of the use and lack of information supplied around the numbers of vehicles associated with the use and the details for the arrivals/departure of students/trainers, the proposal is considered to have a detrimental impact on the amenity of surrounding occupiers by way of noise and disturbance, as well as impacting on pedestrian safety. As such the proposal is contrary to Strategic Policy 2 'Sustainable Transport' and Strategic Policy 13 'High Environmental Standards' of the Core Strategy and is contrary to saved policy 3.2 'Protection of Amenity' and saved policy 5.2 'Transport Impacts' of the Southwark Plan (2007).

### **Planning history of adjoining sites**

#### Former Surrey Docks Stadium

- 17 14-AP-0309 - Redevelopment of the former Surrey Docks Stadium comprising demolition of existing buildings and erection of 103 residential dwellings (Use Class C3) in a series of buildings up to 4-storeys high, associated car parking and cycle parking, alterations to the existing vehicular access, enhancement to existing open space, associated landscaping, new pedestrian access/egress, and the creation of a new public park with associated works. Application UNDER CONSIDERATION as item 3 on the committee agenda.

## KEY ISSUES FOR CONSIDERATION

### Summary of main issues

- 18 The main issues to be considered in respect of this application are:
- a) principle of the proposed development;
  - b) impact upon the amenities of neighbouring residents and occupiers;
  - c) impact of adjoining and nearby uses on occupiers and users of proposed development;
  - d) transport;
  - e) design;
  - f) trees;
  - g) planning obligations and Mayoral community infrastructure levy;
  - h) sustainability;
  - i) ecology
  - j) contaminated land
  - k) air quality
  - l) flood risk;
  - m) designing out crime
  - n) archaeology
  - o) statement of community involvement

### Planning policy

#### National Planning Policy Framework (NPPF)

- 19 Section 4 - Promoting sustainable transport  
 Section 7 - Requiring good design  
 Section 8 - Promoting healthy communities  
 Section 10 - Meeting the challenge of climate change, flooding and coastal change  
 Section 11 - Conserving and enhancing the natural environment

#### Planning Practice Guidance

#### London Plan July 2011 consolidated with revised early minor alterations October 2013

- 20 Policy 3.1 Ensuring equal life chances for all  
 Policy 3.19 Sports facilities  
 Policy 3.16 Protection and enhancement of social infrastructure  
 Policy 6.9 Cycling  
 Policy 6.10 Walking  
 Policy 6.13 Parking  
 Policy 7.4 Local character  
 Policy 7.5 Public realm  
 Policy 7.8 Heritage asset and archaeology  
Core Strategy 2011
- 21 Strategic policy 1 - Sustainable development  
 Strategic policy 2 - Sustainable transport  
 Strategic policy 4 - Places for learning, enjoyment and healthy lifestyles  
 Strategic policy 11 - Open spaces and wildlife  
 Strategic policy 12 - Design and conservation  
 Strategic policy 13 - High environmental standards  
 Strategic policy 14 - Implementation and delivery

Southwark Plan 2007 (July) - saved policies

- 22 The Council's cabinet on 19 March 2013, as required by para 215 of the NPPF, considered the issue of compliance of Southwark Planning Policy with the National Planning Policy Framework. All policies and proposals were reviewed and the Council satisfied itself that the policies and proposals in use were in conformity with the NPPF. The resolution was that with the exception of Policy 1.8 (location of retail outside town centres) in the Southwark Plan all Southwark Plan policies are saved. Therefore due weight should be given to relevant policies in existing plans in accordance to their degree of consistency with the NPPF.
- 23 Policy 2.2 - Provision of new community facilities  
 Policy 2.5 - Planning obligations  
 Policy 3.2 - Protection of amenity  
 Policy 3.4 - Energy efficiency  
 Policy 3.6 - Air quality  
 Policy 3.7 - Waste reduction  
 Policy 3.11 - Efficient use of land  
 Policy 3.12 - Quality in design  
 Policy 3.13 - Urban design  
 Policy 3.14 - Designing out crime  
 Policy 3.19 - Archaeology  
 Policy 5.2 - Transport impacts  
 Policy 5.3 - Walking and cycling  
 Policy 5.6 - Car parking  
 Policy 5.7 - Parking standards for disabled people and the mobility impaired

Canada Water AAP

- 24 The site is designated proposal site 1 in the Canada Water AAP which lists open space as a required land use, and community use (Class D) as the only other acceptable use. The site specific guidance advises that with the provision of new playing field at Mellish Fields the site, which was managed by Bacon's College, the site is no longer in use. It advises that the Council will consider the most appropriate role for the site through the preparation of the open spaces strategy and capital investment strategy. The site also forms part of an air quality management area, the suburban density zone and the Thames special policy area, and the northern part of the site forms part of an archaeological priority zone.
- 25 The AAP is currently being reviewed and the wording to the site specific guidance has changed, to read 'We will explore options to bring St Paul's Sports Ground back into active use'.

**Principle of development**

- 26 Paragraph 73 of the NPPF advises that access to high quality open spaces and opportunities for sport and recreation can make an important contribution to the health and well-being of communities. Policy 3.19 of the London Plan states that development proposals that increase or enhance the provision of sports and recreation facilities will be supported and it advises that where possible, multi-use public facilities for sport and recreational activity should be encouraged.
- 27 In terms of Southwark policy, strategic policy 4 of the Core Strategy (part 6) advises that the Council will support the retention and improvement of facilities which encourage physical activity and will ensure that developments promote healthy lifestyles and address negative impacts on physical and mental health. Saved policy 2.2 of the Southwark Plan advises that planning permission will be granted for new

community facilities provided provision is made for them to be used by all members of the community and subject to an assessment of amenity and transport impacts. Policy 12 of the CWAAP 'Sports facilities' of the CWAAP is also relevant, which advises that the Council will support improvements to sports facilities.

- 28 As stated the existing facility has not been managed for around 8 years and is incapable of supporting any formal use. Bringing the site back into use with enhanced facilities would be in accordance with the aims and objectives of the above policies and raises no land use issues. It would also be in accordance with the Council's adopted open spaces strategy which identifies the St Paul's site as below the borough average for quality and value and recommends improving the quality of the space. Sport England has supported the application, and has recommended conditions requiring details of a community use agreement and long term maintenance of the facility to be submitted for approval and these form part of the draft recommendation. It is noted that 15 representations have been received in support of the application from residents, in addition to representations in support from a Ward Councillor for Surrey Docks and the three Ward Councillors for Rotherhithe.
- 29 Other neighbouring residents have raised concerns that the proposal would result in the loss of a free, open access sports facility which is used by local people. Whilst this is noted, without any maintenance it is unlikely that this could continue indefinitely. As well as being the new home for Fisher FC the facilities would become a shared community resource, available for public use on a pay and play basis and for bookings by local teams. As well as football, the facility could also be used to play hockey and netball. Other opportunities for a casual 'kick-about' use would include the new park which is proposed at the former stadium site.
- 30 The intended use of the facility as it currently stands is set out at Appendix 3 of this report and includes time allocated to Fisher FC for its matches and training activities including youth and women's teams, use by schools and community groups and general pay and play use. It is noted that there is not yet a partner operator to manage the facility for the Council and they may well have their own use requirements. As such it is recommended that the final details of when it would be available for use and by whom be reserved by way of condition, with the details agreed in consultation with Sport England including details of the pricing policy.

### **Environmental impact assessment**

- 31 The application site exceeds 0.5ha and therefore could be classified as a Schedule 2 'Urban development project' under the Town and Country Planning (Environmental Impact Assessment) Regulations (2011). However, the proposed development would provide relatively small-scale facilities and whilst there would be some away supporters visiting the site, it is not considered that this would have significant, far-reaching effects that would require the an environmental impact assessment to be carried out. The transport and amenity impacts of the proposal in relation to the neighbouring occupiers are considered below.

### **Impact of proposed development on amenity of adjoining occupiers and surrounding area**

- 32 Strategic policy 13 of the Core Strategy 'High environmental standards' seeks to ensure that development sets high standards for reducing air, land, noise and light pollution and avoiding amenity and environmental problems that affect how we enjoy the environment in which we live and work. Saved policy 3.2 of the Southwark Plan states that permission will not be granted for developments where a loss of amenity, including disturbance from noise, would be caused.



- 33 Concerns have been raised by neighbouring residents regarding noise and disturbance, light pollution, increased litter and footballs being kicked into neighbouring gardens.

Impact of the proposed use

- 34 The site has a long established use as a sports pitch and no change of use would occur as a result of the proposals; there are currently no planning conditions restricting the hours during which the facility or the floodlighting can be used. The proposed works are likely to result in the site being used more intensively, although it is noted that it would have been used more intensively in the past when managed by Bacon's College until this arrangement ceased. During the intervening period it is likely that residents would have experienced lower levels of background noise.
- 35 As stated it is intended that the site would become the new home for Fisher FC, allowing them to return to their home area and ending the need to ground-share in Champion Hill. Fisher is a semi-professional team which plays in the southern counties east football league (5<sup>th</sup> tier of the non-league football and 9<sup>th</sup> tier of English football) and was reformed as a supporters owned club in 2008. If Fisher receives funding from the FA it would have a concession agreement with the Council enabling it to use the site for its training activities and matches, and a breakdown of the intended use is at Appendix 3 of this report.
- 36 It is proposed that the facility would be open from 8am until 10pm Mondays to Fridays, from 8am until 7pm on Saturdays and 8am until 6pm on Sundays. The exception to this would be during week night Fisher matches when an additional half an hour is proposed to allow for injury or extra time. Concerns have been raised that the hours of use would be excessive, and would cause unacceptable noise and disturbance to neighbours.
- 37 Based on the current timetable it is anticipated that Fisher week night matches would take place on Wednesday evenings one week and Tuesday evenings the following week during the football season including pre-season training (July-April). The hours proposed by the applicant are considered to be acceptable and use beyond 10pm would not necessarily happen every week. On this basis the Environmental Protection Team is satisfied with these hours, subject to the use until 10:30pm happening a maximum of four times per calendar month and that the site is vacated and the lights turned off by this time. Sport England has requested a condition for management details for the site, and it is recommended that this be required to include details of how people would be managed arriving at and departing from the site to ensure they would do so in an orderly manner.
- 38 The FA requirements dictate that the site must have a minimum safe capacity of 1,300 people with the potential to increase to 1,950 in the future, and the supporting documentation indicates that the proposal would comply with this requirement. A noise report and transport statement submitted with the application do not test this scenario however. Instead they consider the impacts of the proposal based on 100 spectators which is broadly in line with the number of fans (home and away) which currently attend Fisher matches, and 250 spectators to allow for a more than doubling of the current numbers.
- 39 The noise report advises that if the site were used for hockey or pay and play activities, noise levels would typically fall within those already experienced at the closest residential properties. It does advise however, that the existing noise levels would be exceeded during formal football matches. The noise sources would be from spectators, players and coaches, vehicles, referee whistles and the PA system. It notes that noise from players, referees and coaches would be similar to when the

pitch was previously in use and would be intermittent.

- 40 Fisher matches including the women's and youth teams are shown as being held every Saturday afternoon and Sunday morning/afternoon and on Wednesday evening one week and Tuesday evening the following week during the football season. It is recognised that there would be some loss of amenity to the properties bordering the site during this time, although it would be of limited duration and could be mitigated to a degree by measures recommended in the noise report. This recommends that the spectator stands and trainer boxes be covered on three sides and that a noise sensing PA system be used.
- 41 The spectator stands would be located on the southern and western boundaries, with the closest relationship being 30m to the residential properties on the opposite side of Salter Road on Bevin Close. They are currently shown as being covered from above only, and the applicant has advised that any side enclosures would need to be transparent to allow views of the pitch. No objections are raised in this regard as it would limit their visual impact and this matter can be dealt with by way of condition.
- 42 Concerns have been raised that the trainers boxes would be located on the northern part of the site next to residential properties on Rotherhithe Street, and that the noise report concludes that most of the noise during matches comes from the trainers boxes. Whilst this is noted, there would be a minimum of 14m between these structures and the rear of the neighbouring buildings with mature trees in between. A condition for details of the boxes is recommended to ensure that they would be covered on three sides, and the proposed installation of solid boundary fencing up to a height of 1.83m would help to reduce noise.
- 43 The provision of a public address system is an FA requirement if league games are to be played at the site and if no PA system were provided, it could impact upon the ability to obtain funding. Again, details of the PA system to be used can be reserved by way of condition, and an additional condition is recommended restricting use of the PA system to Fisher matches and emergencies only.

#### Impact of the proposed structures

- 44 The proposed clubhouse would be located in the south-western corner of the site, 34m away from the nearest residential occupiers which are at Bevin Close on the opposite side of Salter Road. It would be of limited size and would not give rise to any loss of light or outlook to neighbouring properties. All windows and doors to the building would face the pitch and would not result in any loss of privacy.
- 45 The spectator stands would be located next to the southern and western boundaries of the site. There would be a 30m separation distance between the southern stand and the properties on the opposite side of Salter Road, and 47m between the western stand and the rear of properties on Rotherhithe Street. These separation distances are such that the structures would not result in any loss of light, outlook or privacy to neighbouring occupiers.
- 46 With regard to the proposed fencing, concerns have been raised regarding loss of light from the installation of 1.83m high solid fencing around the perimeter of the pitch. On the northern, eastern and southern sides this would sit inside the existing mesh fencing, with new fencing to be installed on the western side. Again this is an FA requirement and is in order to prevent people from being able to view the game from outside the ground.
- 47 On the northern part of the site the solid fencing would be a minimum of 14m away from the rear of 392 Rotherhithe Street, separated by mature trees. Whilst the ground

floor of this building and rear amenity space is below the level of the pitch, the solid fencing would not bisect a 25 degree line taken from the middle of the ground floor windows therefore no discernible loss of light would occur. Given the separation distance it is considered that a good level of outlook would be retained to these properties.

- 48 With regard to the fencing along the eastern perimeter, the separation distance would be a minimum of 15m which would be sufficient to retain a good level of light and outlook. There would be 30m to the properties on the opposite side of Salter Road and the western fence would be set 9m off the site boundary with trees and landscaping beyond. It is noted that on the eastern and western sides the fencing would need to extend to 5m high for the width of the penalty areas. To ensure that there would be no loss of light or outlook to neighbouring occupiers the applicant has advised that this could comprise a steel mesh fence or catch nets, both of which would allow light through and a condition for details is recommended.
- 49 The site already benefits from floodlighting which would be re-used, with the electrics repaired and the lamps replaced. The submission confirms that the new lamps would be no brighter than the existing and replacing the lamps would not in itself require planning permission. Notwithstanding that the proposal has been reviewed by the Council's Environmental Protection Team and a condition is recommended requiring the lighting to comply with the Institute of Lighting Professionals guidance.
- 50 Concerns have been raised that the proposal could result in increased litter in the area and that new bins should be provided on the site. This concern is duly noted, and a condition requiring details of a refuse management strategy including provision for bins on the site is recommended. Concerns have also been raised that the site could be rented out for concerts, although no details of any non-sporting uses have been submitted at this stage. A condition is therefore recommended prohibiting use of the site for other purposes falling within class D2.
- 51 In order to minimise potential construction impacts upon neighbouring occupiers the Environmental Protection Team has recommended that a construction management plan be submitted for approval and this forms part of the draft recommendation. Given the proximity to the school a condition for a construction logistics plan is also recommended.
- 52 To conclude in relation to amenity impacts, it is recognised that there would be some loss of amenity to the properties bordering the site owing to increased noise and disturbance during Fisher football matches. This however, must be weighed against the potential benefits of the scheme and whether any of the impacts could be minimised by way of conditions.
- 53 The increased noise levels are anticipated to occur during Fisher matches, with noise levels staying within existing levels the rest of the time. The upgraded facilities would allow Fisher to return to its home area to train, play matches and deliver youth training and other activities in an accessible location for the local community. The facility would be constructed in accordance with FA requirements and would be available to the local groups for hire and the community on a pay and play basis. Conditions could be imposed to ensure that the noise reduction measures detailed in the noise report are implemented and on balance, it is considered that the benefits which would arise from the proposed development would outweigh any harm caused. In the event that increased attendance were to result in over 250 people regularly attending the site, a condition is recommended requiring updated noise impact assessments with mitigating measures to be submitted for approval.

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

- 54 The site does share a close relationship with the residential buildings around it and the proposal could result in noise complaints from neighbouring occupiers. It is an existing relationship however, and although the site has not been intensively used for the past eight years, it would have been used more intensively prior to this when managed by Bacon's College. There are currently no conditions on the hours of use of the pitch or floodlighting and restrictions could be put in place through this application.

### **Transport issues**

- 55 Core Strategy policy 2 'Sustainable transport' asserts a commitment to encourage walking, cycling and the use of public transport rather than travel by car, and requires transport assessments to be provided with applications to show that schemes minimise their impacts, minimise car parking and maximise cycle parking to provide as many sustainable transport options as possible. Saved policy 5.2 states that planning permission will be granted for development unless there is an adverse impact on the transport network or if adequate provision for servicing is not made, saved policy 5.3 requires provision to be made for pedestrian and cyclists and saved policies 5.6 and 5.7 relate to car parking. A Transport Statement (TS) has been submitted in support of the application.
- 56 The site has a public transport accessibility level (PTAL) of 2 (low) and is not located in a controlled parking zone. The nearest bus stop to the site is outside the school, approximately 50m from the site and there are bus stops on Rotherhithe Street within 500m of the site. The site is approximately 900m from Rotherhithe overground station. Concerns have been raised by neighbouring residents regarding traffic generation, highway safety and lack of parking during match days.

### Trip generation

- 57 The Transport Statement submitted with the application considers the impact of 100 spectators viewing the game which is broadly in line with the current number of spectators at Fisher matches (home and away fans). It also considers a scenario of up to 250 spectators which would allow for a more than doubling of the current numbers.
- 58 Based on standardised trip generation data the Transport Statement concludes that for 100 spectators 43 cars would be expected to travel to and from the site and based on 250 spectators, 107 cars would be expected.
- 59 The Transport Statement also considers travel patterns from other similar facilities within the London area with a comparable number of spectators and PTAL ratings as the site. The sites used for this comparison are those of Dartford FC, Cray Wanderers FC, Crawley Town and Enfield Town. If similar travel patterns were to occur at the St Paul's site, the TS concludes that for 100 spectators 38 cars would be expected, and for 250 spectators 94 cars would be expected. As detailed below, the TS concludes that there is capacity on-street to be able to accommodate the maximum likely parking requirements arising from the proposed development when either approach is adopted, either using trip generation data or the comparison studies.

### Parking

- 60 Saved policy 5.6 of the Southwark Plan establishes maximum parking standards and requires developments to minimise the number of spaces provided. For open sports

grounds in the suburban density zone one space per three player plus one space per 3.75 spectators is required. Based on 28 players and 100 spectators 35 parking spaces would be required and for 250 spectators, 75 parking spaces to be provided. It is noted that the proposal would provide only 19 off-street parking although this is an existing site which would be upgraded as opposed to a wholly new facility.

On match days all of the on-site parking would be for use by players and match officials only. On a typical match day it is anticipated that up to 28 players, 10 home and away club related staff and up to 4 match officials would attend the site. It is expected that players and staff, if travelling by car, would typically car-share (especially those travelling from the away team) whilst players based in the local area would be likely to walk, cycle or use public transport.

- 61 Fisher FC has advised that for their current games at Champion Hill there is no coach demand for transporting either Fisher FC or the away teams to the grounds and that it is unlikely that this would change. In light of this no provision has been made for coach parking within the submission and this has not been considered in the TS. This situation could change however, therefore a condition requiring details to be submitted for approval is recommended in the event that coaches are required.
- 62 Parking surveys of the surrounding streets within 500m of the site have been undertaken. The surveys were undertaken on Saturday 23<sup>rd</sup> November 2013 (13:00-20:00) and Tuesday 26<sup>th</sup> November 2013 (15:00-00:00) and it is noted that the Fisher first team matches are proposed to take place on Tuesday evenings and Saturday afternoons. None of the streets within the survey area are in a controlled parking zone.
- 63 The survey reports that within the survey area there are 454 parking spaces on local roads. During the Tuesday survey 205 spaces were available across the survey period, with a peak parking demand observed at 15:00 which is likely to have coincided with the school run. At this time 273 vehicles were parked within the survey area, which left a total of 181 spaces available. Following this the next peak in demand was at 21:00 when there were 257 vehicles parked, leaving 197 spaces available. During the Saturday survey the average number of spaces available on-street was 215. There was a peak in demand at 15:00 which is likely to coincide with kick-off time for most of Fisher's weekend matches and at this point 249 spaces were occupied, with 205 remaining available.
- 64 Based on the findings of the likely trip generation and the parking surveys of the area the TS concludes that there would be sufficient on-street parking available on the surrounding streets to accommodate the parking requirements of up to 250 spectators, which could require up to 107 parking spaces. This level of parking demand is only anticipated during Fisher matches and is the worst case scenario and in light of this it is not considered that the proposal would result in any unacceptable loss of on-street parking for existing residents.
- 65 Given that the TS only assess up to 250 spectators, a condition is recommended for a further transport assessment and a large event management plan to be submitted for approval if spectator numbers exceed 250. In addition to this conditions for details of cycle parking and a travel plan are recommended, both of which would promote more sustainable modes of travel.

#### Pedestrian safety

- 66 Concerns have been raised that the turnstile entry system to the site from Salter Road would create difficulties as people enter and leave the ground and that traffic speeds on Salter Road would cause a hazard to parked cars and pedestrians.

- 67 There is a footway and grass verge on the Salter Road frontage and a pedestrian crossing directly outside which would provide safe passage to pedestrians coming to and from the site. It is also noted that a new crossing would be installed further south along Salter Road which could have the effect of slowing the traffic. The TS considers historic accident information and has not identified any road safety issues in the vicinity of the site, and for larger crowds over 250 spectators measures such as phased departures could be implemented if necessary.
- 68 To conclude in relation to transport matters, it is not considered that the number of vehicles likely to be generated as a result of the proposal would have an unacceptable impact upon the surrounding highway network. There is adequate on-street parking available to accommodate the likely parking demand, and cycle parking and a travel plan would encourage alternative modes of travel. In the event that more than 250 spectators attend, a further transport assessment would be required by way of a condition.

### **Design issues**

- 69 The NPPF stresses the importance of good design and at paragraph 56 states that: "Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people." This is reinforced through strategic policy 12 of the Core strategy which states that "Development will achieve the highest possible standards of design for buildings and public spaces to help create attractive and distinctive places which are safe, easy to get around and a pleasure to be in." Saved policy 3.12 of the Southwark Plan is also relevant, which asserts that developments "should achieve a high quality of both architectural and urban design, enhancing the quality of the built environment in order to create attractive, high amenity environments people will choose to live in, work in and visit" and saved policy 3.13 asserts that the principles of good urban design must be taken into account in all developments, including height, scale and massing of buildings, consideration of the local context, its character and townscape as well as the local views and resultant streetscape. The site is not located in a conservation area and the nearest listed buildings are in Rotherhithe Street, the settings of which would not be affected by the proposed works.
- 70 Concerns have been raised regarding the design of the clubhouse and that it would appear as an eyesore, however, it is considered that it would sit comfortably within its context and would not result in any loss of visual amenity to the streetscene. It would be modest in scale and the use of brick is welcomed. Elements of cladding around the entrances and a signage zone would add visual interest, although it is noted that separate advertisement consent may be required. Limited details of the solid fencing including its colour and materials have been provided at this stage therefore a condition for details is recommended.
- 71 The southern-most spectator stand would be the most visible aspect of the proposal, although it is not considered to be of a scale which would appear overly dominant or imposing in the streetscene. The stand on the western side would be visible above the clubhouse but it would be set back from the street frontage and viewed side on. Overall the simple design of the structures is considered to be appropriate and would preserve the visual amenities of the area.

### **Impact on trees**

- 72 There are mature trees around the edges of the site including in the grass verge fronting Salter Road and overhanging the western boundary. They are not located on the site and no works are proposed to them. However, given that it is proposed to install new fencing around the perimeters of the site a condition for tree protection

measures is recommended.

### **Planning obligations (S.106 undertaking or agreement)**

- 73 The proposed development would not create any new dwellings or more than 1,000sqm of floorspace. It is also not considered that there would be any impacts arising from the development which could not be mitigated by way of conditions. In light of this no planning obligations are considered to be necessary.
- 74 It is noted however, that the proposed works would be part funded by a £500k contribution from Fairview which is the applicant for the former Surrey Docks Stadium site. A legal agreement is currently being drafted to secure the delivery of the phase 1 works on this site and stipulating that the last 20 private dwellings in the development cannot be occupied until / unless the phase 1 works have been delivered. The agreement is also to include a clause that the last 10 units cannot be occupied until / unless a build contract has been signed for the phase 2 works.

### **Sustainable development implications**

- 75 Strategic policy 13 of the Core Strategy 'High environmental standards' requires community facilities to achieve at least BREEAM 'very good'. The policy does not make any distinction between major and minor applications therefore the proposed clubhouse would need to achieve this target.
- 76 The applicant has advised that the modest amount of floorspace to be created (210sqm) and the cost of making the building BREEAM compliant would not be financially viable in this instance. The cost of the BREEAM design and post construction stage assessment would be £14,688 and £65,000 would be required to provide the measures which would achieve BREEAM compliance. This would add significantly to the build costs and it is noted that the applicant for the former stadium site has already agreed to contribute well in excess of the sports contribution that would be required for a scheme of 103 dwellings. It is intended that the remaining amount would be secured through funding and s106 monies. In this instance therefore, given the modest size of the club house and intended funding arrangements it is considered that to require BREEAM compliance would place an excessive burden on the scheme. The building would in any event include a number of measures aiming at reducing its impact on the environment, including low energy lighting including external lighting and cut-off devices, water saving taps, a water meter, good levels of insulation, an efficient gas boiler and photovoltaic panels on the roof.

### **Mayoral Community Infrastructure Levy (CIL)**

- 77 S143 of the Localism Act 2011 states that any financial sum that an authority has received, will, or could receive in the payment of CIL as a material 'local financial consideration' in planning decisions. The requirement for Mayoral CIL is a material consideration. However, the weight to be attached to a local finance consideration remains a matter for the decision-maker. Mayoral CIL is to be used for strategic transport improvements in London, primarily Crossrail.
- 78 A CIL payment of £7,746 is required based on the floorspace to be created in the new clubhouse.

### **Ecology**

- 79 Strategic policy 11 of the Core Strategy 'Open spaces and wildlife' seeks to improve, protect and maintain a network of open spaces and green corridors and to protect important open spaces, trees and woodlands and site of importance for nature

conservation. Saved policy 3.28 of the Southwark Plan 'Biodiversity' requires biodiversity to be taken into account in the assessment of all planning applications and requires the submission of ecological assessments where relevant.

- 80 An ecological assessment has been submitted with the application which concludes that the proposal would not result in any adverse ecological impacts, either on the site which is hard-surfaced, or within the wider area. The assessment has been reviewed by the Council's Ecology Officer and is found to be acceptable, and a number of conditions are recommended including for the eradication of Japanese knotweed from the site.
- 81 Concerns have been raised by a neighbouring resident regarding the impact of noise and lighting on local wildlife, although the Council's Ecologist has not raised this as a concern. It is noted that the new lamps to the floodlighting columns would be no brighter than the existing.

### **Contaminated land**

- 82 A geotechnical report relating to land contamination has been submitted with the application; it has been reviewed by the Council's Environmental Protection Team and an informative is recommended.

### **Air quality**

- 83 Saved policy 3.6 of the Southwark Plan states that planning permission will not be granted for development that would lead to a reduction in air quality.
- 84 An air quality assessment has been submitted with the application which concludes that the proposal would not have a significant impact upon air quality. It recommends dust control measures and a construction management plan condition to secure this is recommended. Other than this, the assessment has been reviewed by the Council's Environmental Protection Team and is found to be acceptable with no further conditions or informative recommended.

### **Flood risk**

- 85 The site is located within flood risk zone 3a and as such a flood risk assessment has been submitted in support of the application. It has been reviewed by the Council's Flood and Drainage Team and the Environment Agency and a condition for a sustainable urban drainage scheme is recommended.

### **Designing out crime**

- 86 Saved policy 3.14 of the Southwark Plan 'Designing out crime' states that development should be designed to improve community safety and crime prevention.
- 87 The proposed works would include the repairing of the existing and provision of new fencing to the site and re-use of the existing lighting columns. It is proposed that CCTV would be installed and as no details of this have been provided at this stage, a condition is recommended.
- 88 Concerns have been raised that the proposal could result in public disorder, nuisance and vandalism from completing teams. Whilst this is noted, it would be the responsibility of the club and partner operator to ensure that people arrive at and depart from the site in an orderly manner and any incidences of anti-social behaviour would be a matter for the police.



### **Archaeology**

- 89 The northern part of the site forms part of an archaeological priority zone. In light of this a condition for a watching brief is recommended.

### **Statement of community involvement**

- 90 A Statement of Community Involvement has been submitted with the application which details pre-application consultation that has been carried out by the applicant. It advises that the approach taken was to provide detailed information about the proposed development key stakeholders (locally elected representatives, local community groups and statutory bodies) and the local community, to answer questions about the proposals and to provide reassurance that key issues likely to affect the community have been addressed. It describes how a range of communication techniques were employed comprising one-to-one meetings with key stakeholders, presentations at public meetings arranged with local amenity groups and a 2-day exhibition between 21st and 23rd November 2013 which was attended by 88 people.
- 91 The Statement advises that attendees at the exhibition were asked to complete a questionnaire and provide feedback. 75% of attendees stated support for the proposal including the linked scheme at the former stadium site and 25% expressed support but with reservations. In the main the attendees could appreciate the regenerative potential of creating a mixed-use scheme, but queries were raised regarding additional traffic movements and impact of the St Paul's proposals upon the amenity of neighbouring occupiers.

### **Conclusion on planning issues**

- 92 The proposed development would improve the existing sports facilities at the site and would be acceptable in land use terms. It is intended that the site would become the home to Fisher FC allowing them to return to their home area, and representations received in support of this including from local councillors are noted.
- 93 There would be some noise and disturbance to neighbouring occupiers during Fisher matches, but these would be of limited duration and conditions are recommended to minimise the impact of this. The proposal would not result in adverse highway conditions and parking demand could be accommodated on-street. This is based on up to 250 spectators therefore conditions are recommended requiring noise and transport impacts to be considered again if spectator numbers exceed this.
- 94 The design of the proposal would be acceptable and there would be no adverse impacts upon trees surrounding the site, subject to a tree protection condition. A section 106 agreement would secure the delivery of the facility and the proposed new building, although not BREEAM compliant, would include a number of measures to reduce its energy use. No adverse impacts in terms of ecology, air quality, land contamination, flood risk or archaeology would occur, subject to conditions, and there are not considered to be any issues regarding crime and public safety. In light of this it is recommended that planning permission be granted.

### **Community impact statement**

- 95 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.

### **Consultations**

Details of consultation and any re-consultation undertaken in respect of this application are set out in Appendix 1.

### **Consultation replies**

Details of consultation responses received are set out in Appendix 2.

### Summary of consultation responses

- 96 12 representations have been received objecting to the application on the following grounds:
- loss of free community space;
  - loss of light due to fencing;
  - club house and stand an eyesore;
  - noise nuisance;
  - light pollution;
  - Impact on parking and traffic generation;
  - footballs in neighbouring gardens;
  - hours of use are too late.
  - litter;
  - impact on ecology;
  - long term management of the site;
  - renting out for concerts.
- 97 3 comments have been received:
- lack of parking on match days including coaches;
  - light pollution should not stray beyond the touch line;
  - another speed camera is needed on Salter Road;
  - litter would need to be addressed.
- 98 15 representations have been received in support of the application on the following grounds:
- Would be a significant benefit to the club and local community including schools and young people;
  - club is committed to the community and is involved in a number of good causes;
  - club exiled from its local area for too long;
  - site is an eyesore;
  - would regenerate the area including the former stadium site;
  - would boost local businesses and bring trade to the area;
  - with new houses being constructed in the area new facilities such as these are required.

### Human rights implications

- 99 This planning application engages certain human rights under the Human Rights Act 2008 (the HRA). The HRA prohibits unlawful interference by public bodies with conventions rights. The term 'engage' simply means that human rights may be affected or relevant.
- 100 This application has the legitimate aim of providing upgraded facilities for football use including new pitch, lighting, fencing, access and parking, clubhouse and spectator stands. The rights potentially engaged by this application, including the right to a fair trial and the right to respect for private and family life are not considered to be unlawfully interfered with by this proposal.

### SUPPLEMENTARY ADVICE FROM OTHER OFFICERS

Not applicable.

### BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Site history file: TP/536-C Application file: 14/AP/0310 Southwark Local Development Framework and Development Plan Documents	Chief executive's department 160 Tooley Street London SE1 2QH	Planning enquires telephone: 020 7525 5403 Planning enquires email: planning.enquiries@southwark.gov.uk Case officer telephone:: 020 7525 5410 Council website: www.southwark.gov.uk

### APPENDICES

No.	Title
<b>Appendix 1</b>	Consultation undertaken
<b>Appendix 2</b>	Consultation responses received
<b>Appendix 3</b>	Proposed timetable of use
<b>Appendix 4</b>	Neighbour consultee list
<b>Appendix 5</b>	Recommendation

**AUDIT TRAIL**

<b>Lead Officer</b>	Gary Rice    Head of Development Management	
<b>Report Author</b>	Victoria Lewis	
<b>Version</b>	Final	
<b>Dated</b>	18 June 2014	
<b>Key Decision</b>	No	
<b>CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER</b>		
<b>Officer Title</b>	<b>Comments sought</b>	<b>Comments included</b>
Strategic director, finance & corporate services	No	No
Strategic director, environment and leisure	Yes	Yes
Strategic director, housing and community services	No	No
Director of regeneration	No	No
<b>Cabinet member</b>	No	
<b>Date final report sent to Constitutional Team</b>	<b>19 June 2014</b>	

**APPENDIX 1****Consultation Undertaken**

**Site notice date:** 13/03/2014

**Press notice date:** N/A

**Case officer site visit date:** 13/03/2014

**Neighbour consultation letters sent:** 06/03/2014

**Internal services consulted:**

Transport Planning  
Public Realm Asset Management  
Environmental Protection Team  
Ecology Officer  
Urban Forester  
Parks and Open Spaces Service  
Waste Management  
Surface Water Flood Management Team  
Public Realm Project Design

**Statutory and non-statutory organisations consulted:**

Environment Agency  
Sport England  
Transport for London  
Natural England  
Metropolitan Police

**Neighbours and local groups consulted:** Refer to Appendix 4.

**Re-consultation:** N/A.

**APPENDIX 2****Consultation Responses Received****Internal services**Transport Planning

The Transport Statement indicates that with an attendance of 100 spectators 38 vehicles could be expected to travel to/from the site on match days. Expected movement patterns generated by the proposal have been detailed and addressed in the Transport statement. The levels of vehicle movements are expected to be mainly associated with the football club on match days. The applicant has provided off street parking for the use of players and officials. It is expected that given that this is a small local club spectators will be local and will walk and or get public transport to the site.

It is unclear as to the location of the cycle storage proposed. This will need to be addressed. The Council would expect the cycle storage provision to be secure, convenient and weatherproof. Cycle storage will need to be in line with the provisions that are set out within the London Plan.

The applicant has proposed to provide 19 off street car parking spaces and a minibus space. The applicant has stated that this will be for the use for players and officials on match days. Details are required as to how they are expecting to manage this on match days are required. It is unclear if any of the spaces proposed are for the use of disabled users this will also need to be addressed.

The applicant was required to undertake a parking survey in line with the Lambeth Parking Methodology to ensure that the proposed application would not have an adverse impact on an area that already has a high level of car ownership. The applicant has demonstrated within their survey results that there is available on street parking to accommodate any overspill parking that will occur as a result of this development.

Details are required with regards to how the site will be serviced. The applicant will need to provide a Travel Plan this can be left to condition.

In terms of Transport, transport Policy do not have any reason to suggest a refusal. However, the above points will need to be addressed.

Public Realm Asset Management

No response received at the time of writing.

Environmental Protection Team

Recommend conditions that the lighting must comply with the Institute of Lighting Professionals Guidance, for a construction environmental management plan, and limiting the hours of use of the clubhouse from 0700-2200 Monday to Saturday with the floodlighting to be permanently switched off outside these hours. An exception to this can be once a week (a maximum of 4 times per month) where 2230 would be acceptable, subject to the site being vacated by the time and the lights switched off. Informatives are recommended in relation to any illuminated signage and land contamination.

Ecology Officer

The site is a sport pitch with scrub and trees around the boundary. The site has Japanese knotweed present and this will require treatment to eradicate it. Would welcome a pre and post lighting assessment to ensure that the lighting LUX levels to the surrounding vegetation stay the same - officer response - the submission confirms that the LUX levels for the lighting would remain as existing.

#### Urban Forester

Tree protection condition recommended.

#### Parks and Open Spaces Service

No response received at the time of writing.

#### Waste Management

No response received at the time of writing.

#### Surface Water Flood Management Team

Condition recommended for details of a surface water management scheme.

#### Public Realm Project Design

No response received at the time of writing.

### **Statutory and non-statutory organisations**

#### Environment Agency

No objection subject to a condition for a surface water drainage scheme.

#### Sport England

Support the application subject to conditions requiring the development to be carried out in accordance with the approved plans, for a community use agreement to be submitted for approval and for management and maintenance details of the scheme to be submitted.

#### Transport for London

Salter Road is not part of the TfL strategic road network and there do not appear to be any TfL assets nearby that may be affected by the proposals. The predicted trip generation figures for the football club matches and the spread of community / school / student use through the rest of the week is unlikely to require additional bus services capacity along Salter Road. No further comments.

#### Natural England

No objection in relation to statutory nature conservation sites. Standing advice referred to in relation to protected species, local sites biodiversity enhancements and landscape enhancements.

#### Metropolitan Police

No response received at the time of writing.

## **Neighbours and local groups**

### Councillor Hubber (Surrey Docks Ward)

Am writing as a ward Councillor in support of the applications for planning permission in respect of the sites of the former Surrey Docks Stadium and St Paul's Field, Salter Road. Both applications have been presented to me in some detail and believe they will lead to an enhancement of both the housing and recreational provision in Surrey Docks ward.

### Councillor Whittam (Rotherhithe Ward)

Am writing in support of the application by Fairview homes to build on the Surrey Docks Stadium site. Believe this application will enhance the area substantially with the addition of the new park space and the new family housing. Welcome the return of Fisher Athletic football club to the St Pauls Field site.

Satisfied that there will be no major disruption to other residents in the area with the addition of the clubhouse and stands on Salter Road edge of the site. The housing development is no more than 4 stories high which is the limit of what would be supported.

Look forward to seeing over 20% affordable housing once the final figures are worked out.

All in all this is a very good scheme and wholeheartedly support it both as a near neighbour at home in Bywater Place and as Ward Councillor for Rotherhithe ward where it is on the border.

### ClIr Williams (Rotherhithe Ward)

Writing in support of the application by Fairview homes to build on the Surrey Docks Stadium site. Satisfied there will be no major disruption to other residents in the area with the addition of the clubhouse and stands on Salter Rd end of the site. Also support and welcome the return of Fisher Athletic FC to the St Paul's Field.

### ClIr Cryan (Rotherhithe Ward)

Writing to support the above planning applications. Believe that the application by Fairview Homes to build on the Surrey Docks Stadium site will bring much needed family housing and the addition of a new park will also greatly enhance the area. Having looked at the plans am satisfied that the proposed development will enhance this area of Salter Road and am satisfied that disruption to residents will be kept to a minimum. Also support the plans to bring Fisher Athletic back to Surrey Docks and support the application of the development of the St Paul's Field site to accommodate this.

## Objections

### Rotherhithe Street

- The ground is well used by local children to get free exercise and there would be a serious loss of community exercise space for local children;
- Loss of light due to boundary screening;
- Clubhouse would be an eyesore;
- Noise nuisance;



- Location of trainers boxes would cause noise nuisance.

#### Rotherhithe Street

- Loss of light arising from boundary screening including light to a balcony and windows which are below the level of the pitch. Support the improvements to the playing field but any fencing must allow light through, such as chain link or palisade fencing.

#### Globe Wharf

- There is informal use of the site by neighbouring residents;
- The noise report is unclear and indicates that noise levels in the area would double during football matches
- Lack of parking

#### Bevin Close

- Lack of parking;
- Footballs in gardens;
- Late night games and general use causing noise;
- question what the boundary treatment would be.

#### Helena Square

- The site has a low PTAL and spectators are likely to travel to the site by car, particularly away supporters;
- No public parking on the site;
- The number of spectators could increase if Fisher FC returns to the area, with an unknown impact on the surrounding area.
- Noise nuisance, PA system and floodlighting would impact upon local people;
- Potential for public disorder / nuisance and vandalism from conflicting teams
- Hours of use too long.

#### Sovereign Crescent

- The land should be left as an unobstructed open space for the local community. The facilities would deprive the local community of a public open space amenity.

#### Lavender Road

- Could dramatically change the character of the neighbourhood;
- People can currently be heard using the existing pitch. The use of a PA system is not necessary and would cause unacceptable noise and disturbance.
- Impact of noise on local wildlife;
- Impact of lighting including on wildlife; lighting should not be permitted beyond 9pm.
- The pitch should be used no later than 9pm given its location in a residential area with many families and children.
- Require further information regarding the long term maintenance and upkeep of the facility.
- Increased litter; additional bins should be provided;
- Consider that safety would improve because people use the existing pitch at all hours, but before, during and after a game the Council should ensure that local safety is enforced.

#### Lavender Road

- Concerned regarding loss of amenity and a number of safeguards are required;

- The noise report indicates that there would be unacceptable noise for some of the time, contrary to saved policy 3.2 of the Southwark Plan. The report notes the intention that noise should rather than will be controlled;
- Conflicting times of use within the submission;
- Hours of use should be limited to 8am-10pm Monday to Friday and 8am to 6pm on Saturdays and Sundays;
- Use of the PA system should be limited to 9pm to 6pm Monday to Sunday;
- No live or recorded music should be played over the PA system;
- These conditions would enable adequate dispersal time of people from the site and the quiet enjoyment of peoples homes and gardens.

#### Foundry Close

- Increased traffic. Salter Road already impassable at school drop-off / pick-up times. The proposal would add to this, especially on match days, and the turnstile entrances would create chaos as people enter and leave the ground;
- Noise. Match days would be loud for local residents and if the site were used in the evenings it would affect families with children trying to sleep;
- Parking. There is only off-street parking on nearby Stave Yard Road and Foundry Close. Fear that parking will be used by fans.
- Floodlights. The possibility of lights glaring into homes is of concern.

#### Foundry Close

- Loss of well used, free recreation area in an area of rapidly growing population and rising obesity rates;
- 36% reduction nationally on spending on youth services for teenagers. Youth services and public health were not consulted on the application.
- Nowhere else suitable in the area for ball games which is free;
- Is already a sports club at Bacon's College for those who wish to rent space and for coaching and Millwall is not far away. Open use of Mellish Fields has already been lost.
- Bins should be provided on the site;
- Additional demand for parking;
- Site could be rented out for concerts and Foundry Close would be between two rival audio systems. Area should be looked at as a whole.

#### No address provided

- There is already a lot of traffic in the area and further cars would be detrimental to the quality of life of residents bordering the site, especially when there is a planned development of new housing across the street.

#### No address provided

- Object due to the limited parking to be provided and the new access from Salter Road. The road already serves much traffic and further cars would be detrimental to people who live next to the recreation ground. With the planned new houses on the opposite side of the street, there would be even more cars. The future users may walk / cycle to the grounds as they do today. Would not object to an application without new vehicular parking and access onto Salter Road.

#### Comments

#### Stave Yard

- Concerned about lack of parking including a small number of coaches;
- Not against the development but insufficient attention has been given to the car parking

issue.

No address provided

Question whether floodlighting is proposed. If it is it should ensure there would be no horizontal light pollution- it should illuminate the pitch only and should not stray beyond the touchline.

No address provided

- Concerned about cars parking on Salter Road which happens at school drop-off and pick up times. Most cars exceed 30mph and will cause a hazard for cars / pedestrians on Salter Road. The development should only proceed if an additional speed camera is installed in the vicinity facing both directions.

Supports

Rotherhithe Street

- Optimistic about the plans and that Southwark could welcome the team back to its spiritual home;
- Could become a hub which would strengthen the community; this is currently based around pubs and churches;
- Match days would bring trade to the area and boost local businesses;
- Key issues are roads and litter. Additional bins would easily prevent any litter problems;
- There are no on-street parking restrictions at present and would not like this to disappear. These should remain unchanged and could be reviewed after 18 months with an impact study.
- More frequent busses on match days should be considered;
- Have not watched a Fisher FC match but could do if the club was to return.

No address provided

- The development will give a huge boost to the area. Fisher is a genuine community club owned by their fans which has been exiled from Bermondsey / Rotherhithe for too long. The club is a not for profit organisation run for the good of the community. The facility would be good for local schools and everybody in the area.
- The club has experienced difficult times in the last decade but have rebuilt themselves and continued to be a force for good in Bermondsey and Rotherhithe. The club has never lost touch with their community, despite being exiled in Dulwich for a decade.
- The players play for free which shows how much they care for their local club. The facility would be fantastic for the whole community, old and young.

Lagado Mews (Fisher FC club captain)

- Live within 100 yards of the site and grew up playing football on the site and watched every home game. Would be extremely proud and emotional to lead the team out at the new site in its home town.
- Would be a fantastic addition to the community; the club gave the drive and ambition to become a footballer and life could have gone in a completely different direction;
- Played for Fishers under 8's and 9's and went on to sign for QPR with a professional contract, then Yeoville Town and Crewe Alexandra before becoming injured.
- Have forged alternative career in marketing and have returned to Fisher FC. Moving back to Rotherhithe would inspire a new generation of children and revive local passion in the community for the club. Intend to stay in the area with family and it is good that the team is close to securing the foundations for a long term return to Rotherhithe for Fisher FC.

Surrey Water Road

Support the development of the old into a new football stadium as it is not very attractive in its current format. Would support at least one commercial unit as there are none at this end of Canada Water.

Boss Street

- Proposal allows for significant improvements in the area and the return of Fisher FC. The presence of a local football club provides significant benefits to the local community including opportunities and inspiration.

Ainsty Estate

- Rotherhithe resident of over 20 years, would like to see the team back and the improvement of the facilities currently available. They would benefit not just the team but the community as a whole. The site is in desperate need of repair and this is a golden opportunity to solve multiple issues.  
- Area is expanding with increases in new houses so facilities such as this must also be increased.

Denny Close

- Fisher is a long standing force for good in the area and a club that is huge community asset.

Greenacre Square

- Applications in keeping with the area's history and tradition whilst addressing key issues for its future;  
- Proposal offers to return the site to potentially much wider access and community use;  
- Return of the club is a tremendous asset to the area and offers real hope of a renewal of sporting success for Rotherhithe;  
- Revised plans have substantially dealt with potential problems of traffic disruption and parking on match days;  
- The combined proposals make them an attractive addition to Rotherhithe and offer real hope of renewing two deteriorating sites with new community-focused plans.

Farrins Rents

- The site has been neglected and underused in recent years and has become an eyesore. Proposal would improve its appearance and provide a very useful local community resource. Hope consideration is given to on-site parking to prevent overflow parking causing problems on Globe Pond Road and other nearby roads.

No address provided

- Can think of few examples of a football club so committed to their community. With its ownership open to anyone who supports the club and its aims, it provides the perfect platform for Fisher to become even more of a success back in its geographical home. - Council deserves credit for recognising the importance of Fisher FC and the difference it can make to the fabric and wellbeing of a community.

No address provided

- As a young child watched a pre-season friendly between Leyton Orient and Fisher

Athletic and had a brilliant day that will never be forgotten (introduced to team and coaches). Allowing Fisher back into the area will allow young children to experience days such as that which will make them feel a sense of pride and love in their football team from their borough;

- Hope the Council will allow the team to return home and give the borough and residence the opportunity to experience live sport.

No address provided

- Fisher has been a credit to Southwark and it is only fitting that they can return to Rotherhithe, continuing their community focus. The club's work with Time and Talents and Fisher Downside plus their youth football programme has benefited a large number of young people. The club promotes causes such as Kick It Out and Football versus Homophobia. The Council should support the proposal. It is sympathetic to the area, will lead to an excellent community facility and public open space.

No address provided

-Bring Fisher home, great to see them back in Bermondsey.

No address provided

- Fisher was my children's first experience of football. Once the team moved to Dulwich it was no longer the same, the club lost its identity. Would love to see the team return to Rotherhithe. Fisher are the roots of football.

No address provided

- With the former site unused and the proposed site underused and neglected, regenerating these areas would be of great benefit to the club and local community. The pitch could be used all year round providing local schools, clubs and the community with a great facility to use. Great to see regeneration coupled with securing the future of Fisher FC at the heart of the community, which can help to bind it further.



High level programme of use - St Paul's - Fisher FC

Week 1							
Day	AM	PM to 6pm	6pm to 7pm	7pm to 8pm	8pm to 9pm	9pm to 10pm	10pm to 10.30pm
Monday	Community / Academy	Community	Public	Public	Public	Public	CLOSED
Tuesday	Community / Academy	Community	Public	Senior and U21/18 team training	Senior and U21/18 team training	Public	CLOSED
Wednesday	Community / Academy	Community/University matches	Youth training	U18 Ryman Youth match Senior and U21/18 team	U18 Ryman Youth match Senior and U21/18 team	U18 Ryman Youth match	Buffer - injury or extra time
Thursday	Community / Academy	Community	Public	training	training	Public	CLOSED
Friday	Community / Academy	Community	Youth training	Public	Public	Public	CLOSED
Saturday	Community	First team matchday	First team matchday	CLOSED	CLOSED	CLOSED	CLOSED
Sunday	Youth team match	Youth / womens team match	CLOSED	CLOSED	CLOSED	CLOSED	CLOSED

Week 2							
Day	AM	PM to 6pm	6pm to 7pm	7pm to 8pm	8pm to 9pm	9pm to 10pm	10pm to 10.30pm
Monday	Community / Academy	Community	Public	University Training Night	University Training Night	University Training Night	CLOSED
Tuesday	Community / Academy	Community	First team matchday	First team matchday	First team matchday	First team matchday	Buffer - injury or extra time
Wednesday	Community / Academy	Community/University matches	Youth training	Youth training	Public	Public	CLOSED
Thursday	Community / Academy	Community	Public	Senior and U21/18 team training	Senior and U21/18 team training	Public	CLOSED
Friday	Community / Academy	Community	Youth training	Public	Public	Public	CLOSED
Saturday	Community	U21 team matchday	U21 team matchday	CLOSED	CLOSED	CLOSED	CLOSED
Sunday	Youth team match	Youth / womens team match	CLOSED	CLOSED	CLOSED	CLOSED	CLOSED

May and June (outside football season and pre-season training)							
Day	AM	PM to 6pm	6pm to 7pm	7pm to 8pm	8pm to 9pm	9pm to 10pm	10pm to 10.30pm
Monday	Community	Community	Public	Public	Public	Public	CLOSED
Tuesday	Community	Community	Public	Public	Public	Public	CLOSED
Wednesday	Community	Community/University matches	Public	Public	Public	Public	CLOSED
Thursday	Community	Community	Public	Public	Public	Public	CLOSED
Friday	Community	Community	Public	Public	Public	Public	CLOSED
Saturday	Public	Public	CLOSED	CLOSED	CLOSED	CLOSED	CLOSED
Sunday	Public	Public	Public	Public	Public	CLOSED	CLOSED

- Fisher FC use
- Community use
- Public use

Fisher would require absolute priority for first team matches which may be required on days other than Saturday and Tuesday.

Youth team allocations reflect teams at age groups from U12 to U18 - multiple home matches each Sunday

**Assumptions**

Fisher to run U18 sides in Ryman Youth League (weekday evening matches) & Academy league (Wed PM matches)

Sundays used for multiple youth matches at various age groups

Fisher to run adult women's side

U21 or reserve side established playing Saturday football

Closure time of 10pm - however buffer required for senior games in case of serious injury, extra time & pens, causing game to run past 10pm

Academy side will train on weekday

mornings

## Neighbour Consultee List for Application Reg. No. 14/AP/0310

<b>TP No</b>	TP/536-C	<b>Site</b>	ST PAUL'S RECREATION GROUND, SALTER ROAD, LONDON, SE16
<b>App. Type</b>	Full Planning Permission		

<b>Date Printed</b>	<b>Address</b>
06/03/2014	23 BREWHOUSE WALK LONDON SE16 6LD
06/03/2014	22 BREWHOUSE WALK LONDON SE16 6LD
06/03/2014	24 BREWHOUSE WALK LONDON SE16 6LD
06/03/2014	26 BREWHOUSE WALK LONDON SE16 6LD
06/03/2014	25 BREWHOUSE WALK LONDON SE16 6LD
06/03/2014	19 BREWHOUSE WALK LONDON SE16 6LD
06/03/2014	18 BREWHOUSE WALK LONDON SE16 6LD
06/03/2014	2 BREWHOUSE WALK LONDON SE16 6LD
06/03/2014	21 BREWHOUSE WALK LONDON SE16 6LD
06/03/2014	20 BREWHOUSE WALK LONDON SE16 6LD
06/03/2014	32 BREWHOUSE WALK LONDON SE16 6LD
06/03/2014	31 BREWHOUSE WALK LONDON SE16 6LD
06/03/2014	33 BREWHOUSE WALK LONDON SE16 6LD
06/03/2014	5 BREWHOUSE WALK LONDON SE16 6LD
06/03/2014	4 BREWHOUSE WALK LONDON SE16 6LD
06/03/2014	28 BREWHOUSE WALK LONDON SE16 6LD
06/03/2014	27 BREWHOUSE WALK LONDON SE16 6LD
06/03/2014	29 BREWHOUSE WALK LONDON SE16 6LD
06/03/2014	30 BREWHOUSE WALK LONDON SE16 6LD
06/03/2014	3 BREWHOUSE WALK LONDON SE16 6LD
06/03/2014	20 WILLIAM SQUARE LONDON SE16 5XJ
06/03/2014	19 WILLIAM SQUARE LONDON SE16 5XJ
06/03/2014	21 WILLIAM SQUARE LONDON SE16 5XJ
06/03/2014	23 WILLIAM SQUARE LONDON SE16 5XJ
06/03/2014	22 WILLIAM SQUARE LONDON SE16 5XJ
06/03/2014	15 WILLIAM SQUARE LONDON SE16 5XJ
06/03/2014	14 WILLIAM SQUARE LONDON SE16 5XJ
06/03/2014	16 WILLIAM SQUARE LONDON SE16 5XJ
06/03/2014	18 WILLIAM SQUARE LONDON SE16 5XJ
06/03/2014	17 WILLIAM SQUARE LONDON SE16 5XJ
06/03/2014	14 BREWHOUSE WALK LONDON SE16 6LD
06/03/2014	13 BREWHOUSE WALK LONDON SE16 6LD
06/03/2014	15 BREWHOUSE WALK LONDON SE16 6LD
06/03/2014	17 BREWHOUSE WALK LONDON SE16 6LD
06/03/2014	16 BREWHOUSE WALK LONDON SE16 6LD
06/03/2014	1 BREWHOUSE WALK LONDON SE16 6LD
06/03/2014	10 BREWHOUSE WALK LONDON SE16 6LD
06/03/2014	12 BREWHOUSE WALK LONDON SE16 6LD
06/03/2014	11 BREWHOUSE WALK LONDON SE16 6LD
06/03/2014	6 BREWHOUSE WALK LONDON SE16 6LD
06/03/2014	6 STAPLES CLOSE LONDON SE16 6NN
06/03/2014	5 STAPLES CLOSE LONDON SE16 6NN
06/03/2014	7 STAPLES CLOSE LONDON SE16 6NN
06/03/2014	9 STAPLES CLOSE LONDON SE16 6NN
06/03/2014	8 STAPLES CLOSE LONDON SE16 6NN
06/03/2014	26 STAPLES CLOSE LONDON SE16 6NN
06/03/2014	25 STAPLES CLOSE LONDON SE16 6NN
06/03/2014	27 STAPLES CLOSE LONDON SE16 6NN
06/03/2014	4 STAPLES CLOSE LONDON SE16 6NN
06/03/2014	3 STAPLES CLOSE LONDON SE16 6NN
06/03/2014	15 FOUNDRY CLOSE LONDON SE16 6NS
06/03/2014	14 FOUNDRY CLOSE LONDON SE16 6NS
06/03/2014	16 FOUNDRY CLOSE LONDON SE16 6NS
06/03/2014	18 FOUNDRY CLOSE LONDON SE16 6NS
06/03/2014	17 FOUNDRY CLOSE LONDON SE16 6NS
06/03/2014	10 FOUNDRY CLOSE LONDON SE16 6NS
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06/03/2014	12 STAPLES CLOSE LONDON SE16 6NN
06/03/2014	11 STAPLES CLOSE LONDON SE16 6NN
06/03/2014	13 STAPLES CLOSE LONDON SE16 6NN
06/03/2014	15 STAPLES CLOSE LONDON SE16 6NN
06/03/2014	14 STAPLES CLOSE LONDON SE16 6NN
06/03/2014	8 BREWHOUSE WALK LONDON SE16 6LD
06/03/2014	7 BREWHOUSE WALK LONDON SE16 6LD
06/03/2014	9 BREWHOUSE WALK LONDON SE16 6LD
06/03/2014	10 STAPLES CLOSE LONDON SE16 6NN
06/03/2014	1 STAPLES CLOSE LONDON SE16 6NN
06/03/2014	21 STAPLES CLOSE LONDON SE16 6NN
06/03/2014	20 STAPLES CLOSE LONDON SE16 6NN
06/03/2014	22 STAPLES CLOSE LONDON SE16 6NN



06/03/2014 46 FREDERICK SQUARE LONDON SE16 5XR  
 06/03/2014 39 FREDERICK SQUARE LONDON SE16 5XR  
 06/03/2014 38 FREDERICK SQUARE LONDON SE16 5XR  
 06/03/2014 40 FREDERICK SQUARE LONDON SE16 5XR  
 06/03/2014 42 FREDERICK SQUARE LONDON SE16 5XR  
 06/03/2014 41 FREDERICK SQUARE LONDON SE16 5XR  
 06/03/2014 2 FOUNDRY CLOSE LONDON SE16 6NS  
 06/03/2014 21 BUCKTERS RENTS LONDON SE16 6NA  
 06/03/2014 2 BUCKTERS RENTS LONDON SE16 6NA  
 06/03/2014 23 BUCKTERS RENTS LONDON SE16 6NA  
 06/03/2014 27 BUCKTERS RENTS LONDON SE16 6NA  
 06/03/2014 25 BUCKTERS RENTS LONDON SE16 6NA  
 06/03/2014 13 BUCKTERS RENTS LONDON SE16 6NA  
 06/03/2014 11 BUCKTERS RENTS LONDON SE16 6NA  
 06/03/2014 15 BUCKTERS RENTS LONDON SE16 6NA  
 06/03/2014 19 BUCKTERS RENTS LONDON SE16 6NA  
 06/03/2014 17 BUCKTERS RENTS LONDON SE16 6NA  
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 06/03/2014 31 BUCKTERS RENTS LONDON SE16 6NA  
 06/03/2014 35 BUCKTERS RENTS LONDON SE16 6NA  
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 06/03/2014 28 STAVE YARD ROAD LONDON SE16 6NU  
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 06/03/2014 8 STAVE YARD ROAD LONDON SE16 6NU  
 06/03/2014 1 BUCKTERS RENTS LONDON SE16 6NA  
 06/03/2014 9 STAVE YARD ROAD LONDON SE16 6NU  
 06/03/2014 36 STAVE YARD ROAD LONDON SE16 6NU  
 06/03/2014 34 STAVE YARD ROAD LONDON SE16 6NU  
 06/03/2014 38 STAVE YARD ROAD LONDON SE16 6NU  
 06/03/2014 5 STAVE YARD ROAD LONDON SE16 6NU  
 06/03/2014 4 STAVE YARD ROAD LONDON SE16 6NU  
 06/03/2014 45 BUCKTERS RENTS LONDON SE16 6NA  
 06/03/2014 28 FARRINS RENTS LONDON SE16 6NF  
 06/03/2014 27 FARRINS RENTS LONDON SE16 6NF  
 06/03/2014 29 FARRINS RENTS LONDON SE16 6NF  
 06/03/2014 30 FARRINS RENTS LONDON SE16 6NF  
 06/03/2014 3 FARRINS RENTS LONDON SE16 6NF  
 06/03/2014 23 FARRINS RENTS LONDON SE16 6NF  
 06/03/2014 22 FARRINS RENTS LONDON SE16 6NF  
 06/03/2014 24 FARRINS RENTS LONDON SE16 6NF  
 06/03/2014 26 FARRINS RENTS LONDON SE16 6NF  
 06/03/2014 25 FARRINS RENTS LONDON SE16 6NF  
 06/03/2014 9 FARRINS RENTS LONDON SE16 6NF  
 06/03/2014 8 FARRINS RENTS LONDON SE16 6NF  
 06/03/2014 PETER HILLS WITH ST MARYS AND ST PAULS PRIMARY SCHOOL BEATSON WALK LONDON SE16 1ED  
 06/03/2014 LAVENDER POND PUMPHOUSE LAVENDER ROAD LONDON SE16 1DZ  
 06/03/2014 4 FARRINS RENTS LONDON SE16 6NF  
 06/03/2014 31 FARRINS RENTS LONDON SE16 6NF  
 06/03/2014 5 FARRINS RENTS LONDON SE16 6NF  
 06/03/2014 7 FARRINS RENTS LONDON SE16 6NF  
 06/03/2014 6 FARRINS RENTS LONDON SE16 6NF  
 06/03/2014 1 FARRINS RENTS LONDON SE16 6NF  
 06/03/2014 9 BUCKTERS RENTS LONDON SE16 6NA  
 06/03/2014 10 FARRINS RENTS LONDON SE16 6NF  
 06/03/2014 12 FARRINS RENTS LONDON SE16 6NF  
 06/03/2014 11 FARRINS RENTS LONDON SE16 6NF  
 06/03/2014 49 BUCKTERS RENTS LONDON SE16 6NA  
 06/03/2014 47 BUCKTERS RENTS LONDON SE16 6NA  
 06/03/2014 5 BUCKTERS RENTS LONDON SE16 6NA  
 06/03/2014 7 BUCKTERS RENTS LONDON SE16 6NA  
 06/03/2014 51 BUCKTERS RENTS LONDON SE16 6NA  
 06/03/2014 19 FARRINS RENTS LONDON SE16 6NF  
 06/03/2014 18 FARRINS RENTS LONDON SE16 6NF  
 06/03/2014 2 FARRINS RENTS LONDON SE16 6NF  
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06/03/2014 14 SOVEREIGN CRESCENT LONDON SE16 5XH  
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 06/03/2014 9 SOVEREIGN CRESCENT LONDON SE16 5XH  
 06/03/2014 8 SOVEREIGN CRESCENT LONDON SE16 5XH  
 06/03/2014 10 SOVEREIGN CRESCENT LONDON SE16 5XH  
 06/03/2014 12 SOVEREIGN CRESCENT LONDON SE16 5XH  
 06/03/2014 11 SOVEREIGN CRESCENT LONDON SE16 5XH  
 06/03/2014 33 WILLIAM SQUARE LONDON SE16 5XJ  
 06/03/2014 32 WILLIAM SQUARE LONDON SE16 5XJ  
 06/03/2014 34 WILLIAM SQUARE LONDON SE16 5XJ  
 06/03/2014 36 WILLIAM SQUARE LONDON SE16 5XJ  
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 06/03/2014 19 SOVEREIGN CRESCENT LONDON SE16 5XH  
 06/03/2014 18 SOVEREIGN CRESCENT LONDON SE16 5XH  
 06/03/2014 20 SOVEREIGN CRESCENT LONDON SE16 5XH  
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 06/03/2014 21 SOVEREIGN CRESCENT LONDON SE16 5XH  
 06/03/2014 29 BURNSIDE CLOSE LONDON SE16 5SP  
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 06/03/2014 6 SOVEREIGN CRESCENT LONDON SE16 5XH  
 06/03/2014 34 BURNSIDE CLOSE LONDON SE16 5SP  
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 06/03/2014 2 SOVEREIGN CRESCENT LONDON SE16 5XH  
 06/03/2014 1 SOVEREIGN CRESCENT LONDON SE16 5XH  
 06/03/2014 37 WILLIAM SQUARE LONDON SE16 5XJ  
 06/03/2014 18 SOPHIA SQUARE LONDON SE16 5XL  
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 06/03/2014 6 SOPHIA SQUARE LONDON SE16 5XL  
 06/03/2014 5 SOPHIA SQUARE LONDON SE16 5XL  
 06/03/2014 93 GLOBE WHARF 205 ROTHERHITHE STREET LONDON SE16 5XX  
 06/03/2014 92 GLOBE WHARF 205 ROTHERHITHE STREET LONDON SE16 5XX





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 06/03/2014 58 GLOBE WHARF 205 ROTHERHITHE STREET LONDON SE16 5XS  
 06/03/2014 57 GLOBE WHARF 205 ROTHERHITHE STREET LONDON SE16 5XS  
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 20/06/1837 By Eform XXXX  
 20/06/1837 12 LAGADO MEWS ROTHERHITHE LODNON SE16 5PD  
 20/06/1837 BY EMAIL XXXX  
 20/06/1837 By Eform XXXX  
 20/06/1837 8 Old Fire Station Court 241 Rotherhithe Street London SE16 5EL  
 20/06/1837 3 Surrey Water Road London SE16 5BW  
 20/06/1837 By Eform XXXX  
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 20/06/1837 1 Foundry Close London SE16 6NS  
 20/06/1837 15 Denny Close Beckton London E6 5SH  
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 20/06/1837 102 Boss House Boss Street London SE1 2TP  
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 20/06/1837 Unit 3 Vogans Mill Wharf London SE1 2BZ  
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 20/06/1837 3 Greenacre Square London SE16  
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## RECOMMENDATION

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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.

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<b>Applicant</b>	Fairview Homes	<b>Reg. Number</b>	14/AP/0310
<b>Application Type</b>	Full Planning Permission	<b>Case Number</b>	TP/536-C
<b>Recommendation</b>	Grant permission		

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### Draft of Decision Notice

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**Planning Permission was GRANTED for the following development:**

Refurbishment of St Paul's Recreation Ground (Use Class D2) to include replacement and enlargement of the existing artificial playing surface; erection of a new single storey clubhouse and changing rooms; construction of two covered spectators stands with seating and standing areas, plus open spectator standing areas, two turnstile entrances from Salter Road, vehicular and cycle parking, new vehicular access onto Salter Road and boundary fencing.

**At:** ST PAUL'S RECREATION GROUND, SALTER ROAD, LONDON, SE16

**In accordance with application received on** 03/02/2014 08:01:41

**and Applicant's Drawing Nos.** PL12/105/P/523 Rev A, PL12/105/P/520, PL12/105/P/521, PL12/105/P/522, proposed view from Salter Road, proposed section, proposed high level programme of use

Ecological assessment, ground grading and community use facility document dated 30th January 2014, letter from CBA trees consultancy dated 17th January 2014, Transport Statement dated January 2014, Planning, Design and Access Statement, noise report by Grant Acoustics dated 8th January 2014, Level 2 Flood Risk Assessment dated January 2014, Statement of community involvement dated January 2014, air quality assessment dated 29th January 2014, Pavillion Building sustainability statement, Geotechnical and geoenvironmental interpretive report dated January 2014.

**Subject to the following twenty-six conditions:**

**Time limit for implementing this permission and the approved plans**

- 1 The development hereby permitted shall not be carried out otherwise than in accordance with the following approved plans:  
  
PL12/105/P/520, PL12/105/P/521, PL12/105/P/522, proposed view from Salter Road, proposed section  
  
Reason:  
For the avoidance of doubt and in the interests of proper planning.
  
- 2 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.

**Pre-commencement condition(s)** - the details required to be submitted for approval by the condition(s) listed below must be submitted to and approved by the council before any work in connection with implementing this permission is commenced.

- 3 Before any work hereby authorised begins, the applicant shall secure the implementation of a programme of archaeological mitigation works (watching brief) in accordance with a written scheme of investigation, which shall be submitted to and approved in writing by the Local Planning Authority.  
  
Reason  
In order that the details of the programme of works for the archaeological mitigation are suitable with regard to the impacts of the proposed development and the nature and extent of archaeological remains on site in accordance with Strategic Policy 12 - Design and Conservation of The Core Strategy 2011, Saved Policy 3.19 Archaeology of the Southwark Plan 2007 and the National Planning Policy Framework 2012.

- 4 Prior to the commencement of development, a detailed method statement for the removal or long-term management /eradication of Japanese knotweed on the site shall be submitted to and approved in writing by the local planning authority. The method statement shall include proposed measures to prevent the spread of Japanese knotweed during any operations such as mowing, strimming or soil movement. It shall also contain measures to ensure that any soils brought to the site are free of the seeds / root / stem of any invasive plant covered under the Wildlife and Countryside Act 1981. Development shall proceed in accordance with the approved method statement.

Reason

Japanese knotweed is an invasive plant, the spread of which is prohibited under the Wildlife and Countryside Act 1981 (as amended), and listed on Schedule 9 of the Act. Without measures to prevent its spread as a result of the development there would be the risk of an offence being committed and avoidable harm to the environment occurring.

- 5 Details of the means by which the existing trees surrounding the site are to be protected during construction shall be submitted to and approved in writing prior to the commencement of development. All tree protection measures shall be installed, carried out and retained throughout the period of the works, unless otherwise agreed in writing by the Local Planning Authority. In any case, all works must adhere to BS5837: (2012) Trees in relation to demolition, design and construction and BS3998: (2010) Tree work - recommendations.

If within the expiration of 5 years from the date of the occupation of the building for its permitted use any retained tree is removed, uprooted is destroyed or dies, another tree shall be planted at the same place and that tree shall be of such size and species, and shall be planted at such time, as may be specified in writing by the Local Planning Authority.

Reason

To avoid damage to the existing trees which represent an important visual amenity in the area, in accordance with The National Planning Policy Framework 2012 Parts 7, 8, 11 & 12 and policies of The Core Strategy 2011: SP11 Open spaces and wildlife; SP12 Design and conservation; SP13 High environmental standards, and Saved Policies of The Southwark Plan 2007: Policy 3.2 Protection of amenity; Policy 3.12 Quality in Design; Policy 3.13 Urban Design and Policy 3.28 Biodiversity.

- 6 Details of the vehicle and pedestrian accesses to the site and premises, including full details of the visibility of splays, shall be submitted to and approved by the Local Planning Authority before the development hereby permitted is begun and the development shall not be carried out otherwise than in accordance with any approval given.

Reason

In order to that the Council may be satisfied that the proposal will not compromise highway safety in accordance with saved policies 5.2 'Transport impacts' and 5.3 'Walking and cycling' of the Southwark Plan (2007).

- 7 No development shall take place, including any works of demolition, until a construction management plan has been submitted to and approved in writing by the Local Planning Authority. It shall oblige the applicant, or developer and its contractor to commit to current best practice with regard to site management and to use all best endeavours to minimise disturbances including but not limited to noise, vibration, dust, smoke and plant emissions emanating from the site during any demolition and construction and will include the following information:

A detailed specification of demolition and construction works at each phase of development including consideration of environmental impacts (noise, dust, emissions to air) and the required remedial measures; Engineering measures to eliminate or mitigate specific environmental impacts (noise, dust, emissions to air), e.g. acoustic screening, sound insulation, dust control, emission reduction.

Arrangements for direct responsive contact with the site management during demolition and/or construction; A commitment to adopt and implement of the ICE Demolition Protocol, Considerate Contractor Scheme. registration,

To follow current best construction practice e.g. Southwark's Code of Construction Practice & GLA/London Council's Best Practice Guide Dust & Plant Emissions

Routing of site traffic;

Waste storage, separation and disposal.

Measures to ensure minimum disruption to the movement of traffic (including bus operations, cyclists and pedestrians) during the construction phase of this development.

Details of road construction trips generated, site access arrangements, construction routes and cumulative impacts of construction traffic and any security issues.

All demolition and construction work shall be undertaken in strict accordance with the approved management

scheme and code of practice, unless otherwise agreed in writing by the Local Planning Authority.

**Reason**

To ensure that occupiers of neighbouring premises and the wider environment do not suffer a loss of amenity by reason of pollution and nuisance, in accordance with strategic policy 13 'High environmental standards' of the Core Strategy (2011) saved policy 3.2 'Protection of amenity' of the Southwark Plan (2007), and the National Planning Policy Framework 2012.

- 8 Prior to the commencement of development details of a community use agreement prepared in consultation with Sport England shall be submitted to and approved in writing by the Local Planning Authority, including a copy of the completed approved agreement. The agreement shall apply to the artificial grass pitch and pavilion and shall include details of pricing policy, hours of use, access by non-educational establishment users / non-members, management responsibilities and a mechanism for review. The development shall not be used at any other time other than in strict compliance with the approved agreement.

**Reason**

To secure well managed, safe community access to the sports facilities, to ensure sufficient benefit to the development of sport, in accordance with policy 3.19 'sports facilities' of the London Plan (2013), strategic policy 4 'Places for learning, enjoyment and healthy lifestyles' of the Core Strategy (2011) and saved policy 2.2 'Provision of new community facilities' of the Southwark Plan (2007).

**Commencement of works above grade** - the details required to be submitted for approval by the condition(s) listed below must be submitted to and approved by the council before any work above grade is commenced. The term 'above grade' here means any works above ground level.

- 9 No construction works shall commence until details of a surface water drainage strategy, incorporating sustainable drainage principles, that achieves a reduction in surface water run-off rates of at least 50% of the existing runoff rate from the site during a 1% Annual Exceedance Probability (AEP) event has been submitted to (2 copies) and approved in writing by Local Planning Authority.

**Reason:**

To minimise the potential for the site to contribute to surface water flooding in accordance with saved policy 3.9 Water of the Southwark Plan, Strategic policy 13 of the Core Strategy (2011) and guidance in the Sustainable Design and Construction SPD (2009).

- 10 Before any above grade work hereby authorised begins, details of security measures shall be submitted and approved in writing by the Local Planning Authority and any such security measures shall be implemented prior to occupation in accordance with the approved details.

**Reason**

In pursuance of the Local Planning Authority's duty under section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in exercising its planning functions and to improve community safety and crime prevention in accordance with The National Planning Policy Framework 2012, Strategic Policy 12 - Design and conservation of The Core Strategy 2011 and Saved Policy 3.14 Designing out crime of the Southwark plan 2007.

- 11 Prior to above grade works commencing samples of the brick and cladding to the clubhouse and material for the solid fencing around the site shall be submitted to and approved in writing by the Local Planning Authority; the development shall not be carried out otherwise than in accordance with any such approval given.

**Reason:**

In order to ensure that these samples will make an acceptable contextual response in terms of materials to be used, and achieve a quality of design and detailing in accordance with The National Planning Policy Framework 2012, Strategic Policy 12 - Design and Conservation of The Core Strategy 2011 and Saved Policies: 3.12 Quality in Design and 3.13 Urban Design of The Southwark Plan 2007.

- 12 Prior to the commencement of above grade works a refuse management strategy including provision for new bins on the site shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the details thereby approved.

**Reason**

In the interest of the amenity of the area, in accordance with strategic policy 13 'High environmental standards' of the Core Strategy (2011) and saved policies 3.2 'Protection of amenity' and 3.7 'Waste reduction' of the Southwark Plan (2007).

- 13 Prior to the commencement of above grade works details of all boundary treatment to the site including materials



shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the details thereby approved and shall be retained as such thereafter.

**Reason**

In the interest of visual amenity and the amenity of neighbouring occupiers, in accordance with strategic policies 12 'Design and conservation' and 13 'High environmental standards' of the Core Strategy (2011) and saved policies 3.2 'Protection of amenity' and 3.12 'Quality in design' of the Southwark Plan (2007).

- 14 Prior to commencement of above grade works details of the public address system to be used which shall incorporate ambient noise sensing technology shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the details thereby approved, and the public address system shall only be used during Fisher FC matches and for emergencies and shall not be used during training sessions or when the site is in use by community groups or for pay and play activities.

**Reason**

To safeguard the amenities of neighbouring residential properties in accordance with The National Planning Policy Framework 2012, Strategic Policy 13 High environmental standards of The Core Strategy 2011 and Saved Policy 3.2 Protection of Amenity of The Southwark Plan 2007.

- 15 Prior to the commencement of above grade works detailed drawings of the trainers boxes and spectator stands to show these structures being enclosed on three sides shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the details thereby approved and the trainers boxes and spectator stands retained as such thereafter.

**Reason**

To safeguard the amenities of neighbouring residential properties in accordance with The National Planning Policy Framework 2012, Strategic Policy 13 High environmental standards of The Core Strategy 2011 and Saved Policy 3.2 Protection of Amenity of The Southwark Plan 2007.

**Pre-occupation condition(s)** - the details required to be submitted for approval by the condition(s) listed below must be submitted to and approved by the council before the building(s) hereby permitted are occupied or the use hereby permitted is commenced.

- 16 Before the first use of the facilities hereby permitted a Service Management Plan detailing how all elements of the site are to be serviced has been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approval given and shall remain for as long as the development is occupied.

**Reason**

To ensure compliance with The National Planning Policy Framework 2012, Strategic Policy 2 Sustainable Transport of The Core Strategy 2011 and Saved Policy 5.2 Transport Impacts of the Southwark Plan 2007.

- 17 a) Before the first occupation of the building hereby permitted commences the applicant shall submit in writing and obtain the written approval of the Local Planning Authority to a Travel Plan setting out the proposed measures to be taken to encourage the use of modes of transport other than the car by all users of the building, including staff and visitors.
- b) At the start of the second year of operation of the approved Travel Plan a detailed survey showing the methods of transport used by all those users of the building to and from the site and how this compares with the proposed measures and any additional measures to be taken to encourage the use of public transport, walking and cycling to the site shall be submitted to and approved in writing by the Local Planning Authority and the development shall not be carried out otherwise in accordance with any such approval given.

**Reason**

In order that the use of non-car based travel is encouraged in accordance with The National Planning Policy Framework 2012, Strategic Policy 2 Sustainable Transport of The Core Strategy 2011 and Saved Policies 5.2 Transport Impacts, 5.3 Walking and Cycling and 5.6 Car Parking of the Southwark Plan 2007.

- 18 Before any above grade work hereby authorised begins details (1:50 scale drawings) of the facilities to be provided for the secure and covered storage of 20 cycles shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the cycle parking facilities provided shall be retained and the space used for no other purpose and the development shall not be carried out otherwise in accordance with any such approval given.

## Reason

In order to ensure that satisfactory safe and secure cycle parking facilities are provided and retained in order to encourage the use of cycling as an alternative means of transport to the development and to reduce reliance on the use of the private car in accordance with The National Planning Policy Framework 2012, Strategic Policy 2 - Sustainable Transport of The Core Strategy and Saved Policy 5.3 Walking and Cycling of the Southwark Plan 2007.

- 19 The new lamps to the floodlighting columns shall comply with the Institute of Lighting Professionals (ILE) Guidance for the Reduction of Obtrusive Light (January 2012). Prior to the lighting first being used following replacement of the lamps a validation report confirming that the guidance has been adhered to shall be submitted to the Local Planning Authority for approval in writing. The lighting shall be retained as such thereafter.

## Reason

In the interest of the visual amenity of the area, the amenity and privacy of adjoining occupiers, and their protection from light nuisance, in accordance with The National Planning Policy Framework 2012, Strategic Policy 12 Design and Conservation and Strategic Policy 13 High environmental standards of The Core Strategy 2011 and Saved Policies 3.2 Protection of Amenity and 3.14 Designing out crime of the Southwark Plan 2007.

- 20 Prior to the commencement of development a Management and Maintenance Scheme for the facilities including management responsibilities including measures for ensuring people would arrive at and depart from the site in an orderly manner, a maintenance schedule, a mechanism for review and measures to ensure the replacement of the artificial grass pitch within a specified period shall be submitted to and approved in writing by the Local Planning Authority following consultation with Sport England. The measures set out in the approved scheme shall be complied with in full, with effect from commencement of the use of the artificial grass pitch.

## Reason

To ensure that the facilities are capable of being managed and maintained to deliver facilities which are fit for purpose and sustainable, in accordance with policy 3.19 'sports facilities' of the London Plan (2013), strategic policy 4 'Places for learning, enjoyment and healthy lifestyles' of the Core Strategy (2011) and saved policy 2.2 'Provision of new community facilities' of the Southwark Plan (2007).

**Compliance condition(s)** - the following condition(s) impose restrictions and/or other requirements that must be complied with at all times once the permission has been implemented.

- 21 The sustainability measures detailed in the sustainability statement shall be implemented in full prior to the first use of the clubhouse.

## Reason

To reduce the impact of the building on the environment, in accordance with strategic policy 13 'High environmental standards' of the Core Strategy (2011).

- 22 The whole of the car parking shown on the drawings, which shall include a disabled parking space, shall be provided prior to the first use of the facilities and shall be kept available for parking thereafter.

## Reason

To ensure that there would be adequate parking facilities for the development, in accordance with saved policy 5.6 'Car parking' of the Southwark Plan (2007).

- 23 The facilities hereby permitted including the floodlighting shall not be used outside the hours of 0800-2200 Monday to Friday, 0800-1900 on Saturdays and 0800-1800 on Sundays, with the exception of one week day evening per week between July and April (a maximum of 4 times per calendar month) when the facilities may be used until 22:30 for injury or extra time during Fisher FC matches. The site must be vacated and the lighting switched off by the end times hereby prescribed.

## Reason:

To safeguard the amenities of neighbouring residential properties in accordance with The National Planning Policy Framework 2012, Strategic Policy 13 High environmental standards of The Core Strategy 2011 and Saved Policy 3.2 Protection of Amenity of The Southwark Plan 2007.

- 24 Notwithstanding the provisions of class D2 of the Town and Country Planning (Use Classes) Order and any associated provisions of the Town and Country Planning General Permitted Development Order (including any future amendment or enactment of those Orders), the facilities hereby permitted shall only be used for sporting activities and not for any other purpose falling within class D2.

**Reason**

In granting this permission the Local Planning Authority has had regard to the special circumstances of this case and wishes to have the opportunity of exercising control over any subsequent alternative use in accordance with Strategic Policy 13 - High environmental standards of The Core Strategy 2011 and Saved Policy 3.2 Protection of Amenity of the Southwark Plan 2007 and the National Planning Policy Framework 2012.

**Other condition(s)** - the following condition(s) are to be complied with and discharged in accordance with the individual requirements specified in the condition(s).

- 25 In the event that the use of coaches is required in connection with activities at the site, details of the arrangements for coach parking shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the details thereby approved.

**Reason**

In the interests of highway safety, in accordance with saved policy 5.2 'Transport impacts' of the Southwark Plan (2007).

- 26 The spectator numbers at the site shall be monitored following first use of the facilities. In the event that there are more than 250 spectators at the site on more than three occasions in a month a noise impact assessment, transport assessment and large event management plan including mitigating measures shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the details thereby approved.

**Reason**

The impact of the proposal has been tested for up to 250 spectators and any increase in numbers above this would require additional information to enable the impacts to be assessed, in accordance with strategic policies 2 'Sustainable transport' and 13 'High environmental standards' of the Core Strategy (2011) and saved policies 3.2 'Protection of amenity' and 5.2 'Transport impacts' of the Southwark Plan (2007).

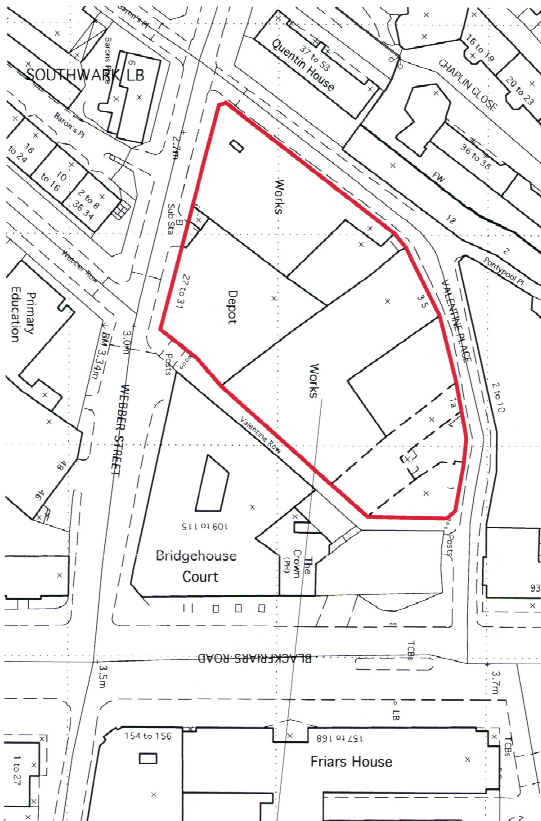
**Statement of positive and proactive action in dealing with the application**

To assist applicants the Local Planning Authority has produced policies and written guidance, all of which is available on the Council's website. Pre-application advice was provided.

**Informatives**

If during ground works, you find any unexpected materials such as buried barrels or containers, soil or water with an unusual colour or odour, or other evidence of contamination that has not been reported or identified in your submitted contamination report, it is recommended that you contact Southwark Council | Community Safety & Enforcement | EH&TS | PO Box 64529 | 3rd floor | Hub 2 | 160 Tooley Street | London | SE1 5LX; Tel 0207 525 4261 for advice and information.

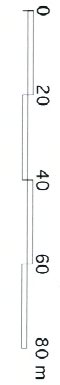
If the proposed development requires alterations to public highways and/or parking layout, the applicant should contact the Highways Development Control department at least four months prior to any works commencing to enter into a s278 highways agreement. Please contact Iaan Smuts [iaan.smuts@southwark.gov.uk](mailto:iaan.smuts@southwark.gov.uk) and Tel: 020 7525 2170. The applicant should familiarise themselves with Southwark's Streetscape Design Manual which is available on the website.



Optima site  
 Valentine Place, Valentine Row, & Webber Street  
 London, SE1 8QH  
 Proposed site area = 4,224 sqm / 0.4224 hectares

SOUTHWARK PLANNING  
 DC ADMIN  
 - 9 DEC 2013  
 SCANNED JR

London Borough of Southwark  
 Received on:  
 31 OCT 2013  
 13 AP 379 1  
 Planning Case File



OTHER NOTES:  
 Drawn to scale from the 2011  
 City of London aerial photograph  
 View of dimensions are given  
 in one direction, unless stated  
 otherwise.  
 Site boundaries are shown in  
 red and are for information only.  
 The site is shown in red.

Rev: Date: Revision Notes:

PLANNING

Site: Valentia Place  
 LONDON SE1 8QH  
 SITE LOCATION PLAN

Scale: 1:1000  
 Date: 29/09/13  
 Drawn by: JH  
 Checked by: JH  
 Project No: 2939  
 Drawing No: 001

Project No	2939	Revision No	001	Scale	1:1000
Site Name	Valentia Place	Location	LONDON SE1 8QH	Project No	2939
Drawing No	001	Scale	1:1000	Revision No	001











<b>Item No.</b> 6.4	<b>Classification:</b> Open	<b>Date:</b> 1 July 2014	<b>Meeting Name:</b> Planning Committee
<b>Report title:</b>	<b>Development Management planning application:</b> Application 13/AP/3791 for: Full Planning Permission  <b>Address:</b> 1, 3-5. 7-19 VALENTINE PLACE AND 21, 27-31 WEBBER STREET, LONDON SE1 8QH  <b>Proposal:</b> Demolition of 1, 3-5 Valentine Place and 27-31 Webber Street and part demolition of 7-19 Valentine Place and 21 Webber Street (facades retained). Redevelopment of the site to provide 62 residential units (max 7 storeys), 3853.6sqm Class B1 (business) and 138.4sqm A1/A3 (retail and food and drink) floorspace, together with landscaping and car parking.		
<b>Ward(s) or groups affected:</b>	Cathedrals		
<b>From:</b>	Head of Development Management		
<b>Application Start Date</b> 22/11/2013		<b>Application Expiry Date</b> 21/02/2014	
<b>Earliest Decision Date</b> 12/01/2014		<b>PPA Date</b> 30/09/2014	

## RECOMMENDATION

- 1 That planning permission is granted subject to conditions and the applicant entering into an appropriate legal agreement by no later than 30 September 2014;
- 2 In the event that the requirements of (a) are not met by 30 September 2014, the Head of Development Management be authorised to refuse planning permission, if appropriate, for the reasons set out under paragraph 171.

## BACKGROUND INFORMATION

### Site location and description

#### The site

- 3 The application site contains the buildings and land located at 1-1A, 3-5, 7-19 Valentine Place and 21, 27-31 Webber Street comprising a total area of 0.34 hectares. The site is bounded by Valentine Row, Valentine Place and Webber Street within the Valentine Place Conservation Area and is located to the west of Blackfriars Road roughly equidistant from Southwark Underground Station and St Georges Circus.
- 4 1-1A Valentine Place is a gap site following the demolition of a four storey brick building on the corner of Valentine Place and Valentine Row. At present the gap site is fenced/walled off from general public access and is used for storage and parking.
- 5 3-5 Valentine Place is a predominately single storey brick industrial building, 'L' shaped in plan with access directly onto Valentine Place and a large enclosed storage yard adjacent to the site at 1-1A Valentine Place. There is an additional pedestrian access to the rear of the building onto Valentine Row. Currently in use as a workshop and storage space the site employs about 15 people.

- 6 7-19 Valentine Place and 21 Webber Street comprise the former Maltina Bakery buildings which are a locally significant heritage asset due to the contrast of the buildings' Edwardian neo-classical style with the rather utilitarian nature of the other industrial buildings within the area. Rising to part two/part three storeys, the building is currently used as office and storage space employing approximately 12 people.
- 7 27-31 Webber Street is a one and a half storey 1970's brick built depot building on the corner of Valentine Row and Webber Street. The building is currently used as a film studio employing approximately 17 people.
- 8 Whilst it is noted that none of the buildings are listed, 7-19 Valentine Place and 21 Webber Street form a significant part of the Valentine Place Conservation Area and are a locally important heritage asset. In terms of policy designations, the site is located within the Central Activities Zone, Air Quality Management Area, Bankside and Borough District Town Centre and forms part of the Bankside, Borough and London Bridge Opportunity Area. In terms of public transport the accessibility rating is 6B reflecting the site's excellent level of access to public transport.

#### The surrounding area

- 9 To the north and eastern sides of the site across Valentine Place are the commercial properties of 93-101 Blackfriars Road, 2-10 Valentine Place and 12-14 Valentine Place. To the north east corner of the site is the recently completed office development at 'One Valentine Place'.
- 10 To the south west corner of the application site on the corner of Valentine Place and Webber Street is the residential building of Quentin House. Opposite Webber Street are further residential properties at 6 Baron Place and the flank elevations of 2-8 and 34-36 Webber Row. Additionally to the south of the site across Webber Street is a Special Education building and a recently constructed apartment building at 46-48 Webber Street.
- 11 To the eastern side of the site across Valentine Row is Bridgehouse Court at 109-115 Blackfriars Road. Valentine Row is a very narrow thoroughfare with the ground floor of Bridgehouse Court serving as a car park and residential accommodation on the upper levels. Adjacent to Bridgehouse Court is The Crown Public House which also includes residential accommodation on the upper floors.
- 12 The site lies to the west of the Blackfriars Road corridor which is the focal point of several large scale developments at various stages of development, the most relevant of which are detailed in the planning history section below.
- 13 The site lies close to the boundary with the London Borough of Lambeth with the borough boundary running along Pontypool Place and around Chaplin Close.

#### **Details of proposal**

- 14 Planning consent is sought for the demolition of all buildings on site with the exception of the facade of the former Maltina Bakery buildings at 7-19 Valentine Place and 21 Webber Street and redevelopment to provide a total of 62 self contained dwellings, 3853.4sqm (GIA) of Class B1 (office) floorspace and 138.4sqm of Class A1-A3 (retail/service/restaurant/cafe) floorspace. The development will be spread over five buildings (Blocks A-E) set around a communal courtyard and will include disabled car parking, basement cycle parking and landscaping.

15 Schedule of accommodation

	Market Housing	Affordable Rent	Intermediate	Total
1 Bedroom	4	6 (4W)	2	12 (20%)
2 Bedroom	20	6 (2W)	4	30 (49%)
3 Bedroom	14	1	14	14 (23%)
4 Bedroom	5			5 (8%)
Total	43	13	6	62

- 16 Block A - Built behind the retained facade of the former Maltina Bakery buildings, this block will be fully residential with access provided from both Webber Street and Valentine Place. Block A rises to four storeys in height with the top floor recessed to provide roof terrace amenity space for individual units. The total number of residential units provided in Block A is 24, comprising 21 private units and three shared ownership units.
- 17 Block B - Occupies the plot of 27-31 Webber Street and accommodates the disabled parking (six spaces) and bin stores, 55sqm Class A1-A3 floorspace and 16 flats all of which will be affordable housing. Block B rises to four storeys in height with the top floor slightly recessed and whilst the majority of the frontage is on Webber Street, the residential access will be from the corner of Valentine Row at Webber Street.
- 18 Block C - Comprises five, three storey terraced dwellinghouses with front and rear gardens, for private sale.
- 19 Block D - Is proposed as a part three/part seven storey office building (3992sqm GIA) with the top floor recessed. Building D includes 79sqm of Class A1-A3 floorspace at ground floor level adjacent to the gable of Block C and linked to the main office building at Block D by a covered walkway. Block D also provides a large basement area accommodating shower facilities, washrooms, office refuse and access to the basement of Block E where the cycle parking will be located.
- 20 Block E - Accommodates office space at ground floor level (approximately 273 sqm), access to the basement accommodating both residential and office cycle parking (96 spaces and 124 spaces respectively), refuse storage and plant. Block E rises to five storeys with the top floor recessed and provides 17 market dwellings on the upper floors.
- 21 As well as private amenity space in the form of balconies and terraces for the majority of units, several of the ground floor properties will benefit from rear gardens all units will have access to a large communal amenity space provided within the central courtyard. In terms of materials, all buildings on site will be brick-built to reflect the areas heritage, however a different material palette will be employed for each building in order to ensure a degree of distinctiveness between the buildings on site.
- 22 Servicing is provided in two locations. The servicing of the office block will take place in a semi off-street lay-by on Valentine Place close to the main entrance of the office building. A secondary servicing location will be located on Webber Street close to the parking access and refuse store in Block B. The development is proposed as 'Car Free' with the exception of the disabled car parking. Ground to air source heat pumps are proposed across the development in order to reduce carbon output and improve sustainability and public realm works are proposed for Valentine Row including tree planting.

**Planning history**

- 23 There have been no planning applications for the application site that are of relevance

to this proposal. The following pre-application history is of relevance;

- 24 12/EQ/0234 – Proposed re-development of site bounded by 1a, 3-5, 7-19 Valentine Place, and 21, 27-31 Webber Street.
- 25 13/EQ/0003 - Redevelopment of site bounded by 1a, 3-5, 7-19 Valentine Place, and 21, 27-31 Webber Street to provide 74 residential units and new office floorspace (approx 4400 sqms) in buildings of up to 7 storeys in height. At the time of the pre-application enquiry officers had concerns regarding the height, scale and massing of the proposal, particularly in terms of the commercial block and the residential block on Valentine Place. Concerns were also raised regarding the quality of accommodation; the loss of fabric of the retained building; dwelling mix; the quality of the public realm; the quality of design and the architectural expression and the potential impact on the setting of the conservation area. Officers also raised concerns about the lack of information provided relating to affordable housing or viability.

### **Planning history of adjoining and nearby sites**

- 26 169-173 Blackfriars Road: a part 10 storey / part 6 storey building comprising 86 residential units, five retail/commercial units totaling 451 sqms (Use Classes A1-A5 and D1), a reception area, ancillary cycle and disabled car parking, private and public amenity space, basement and ancillary plant. (ref 13/AP/0966, GRANTED - 03/09/2014). This development is currently under construction.
- 27 12 Valentine Place - 13/AP/1336 - Minor elevational alterations to front, comprising installation of vertical glazed panels, new timber doors, glazed entrance panel, and render at ground floor level. Installation of roof lights to front roof slope. GRANTED 30/07/2013.
- 28 90-92 Blackfriars Road: a replacement building of five to eight storeys in height (max height of 27.5m), plus basement, comprising 53 residential units, 633 sqms of retail floorspace (Use Class A1) and 767 sqms of office floorspace (Use Class B1), disabled parking spaces and roof top landscaped amenity areas. (ref: 12/AP/3558 - GRANTED - 04/06/2013)
- 29 12 Valentine Place - 13/AP/0793 - Change of use from Use Class B8 (storage) with ancillary B1 (office) and B2 (light industrial) to Use Class B1 (office). GRANTED – 14/05/2013.
- 30 102-107 Blackfriars Road (known as 'One Valentine Place') - 07/AP/0962: a new part three, part four and part seven storey building containing offices (Use Class B1) on the upper floors and a shop (Use Class A1) and offices (Use Class B1) on the ground floor, and installation of biomass boiler including flue extracting at roof level and solar photovoltaic equipment at roof level. GRANTED 07/12/2010.  
This building was recently completed, and would immediately adjoin the proposal site.

### **KEY ISSUES FOR CONSIDERATION**

#### **Summary of main issues**

- 31 The main issues to be considered in respect of this application are:
- a) The principle of the development in terms of land use and conformity with the development plan;
  - b) The re-provision of office space and the impact on the office supply pipeline;



- c) The impact on the residential, visual and heritage amenity of the area including the impact on the Valentine Place Conservation Area;
- d) Quality in design, including the impact on public realm
- e) Quality of residential accommodation, housing mix, density and the provision of affordable housing;
- f) Transport impacts;
- g) Flood risk and sustainable development implications;
- h) Planning obligations;
- i) All other relevant material planning considerations.

### **Planning policy**

#### Core Strategy 2011

- 32 Strategic Targets Policy 1 - Achieving growth
- Strategic Targets Policy 2 - Improving places
- Strategic Policy 1 - Sustainable development
- Strategic Policy 2 - Sustainable transport
- Strategic Policy 5 - Providing new homes
- Strategic Policy 6 - Homes for people on different incomes
- Strategic Policy 7 - Family homes
- Strategic Policy 10 - Jobs and businesses
- Strategic Policy 11 - Open spaces and wildlife
- Strategic Policy 12 - Design and conservation
- Strategic Policy 13 - High environmental standards
- Strategic Policy 14 - Implementation and Delivery

#### Southwark Plan 2007 (July) - saved policies

- 33 The Council's cabinet on 19th March 2013, as required by para 215 of the NPPF, considered the issue of compliance of Southwark Planning Policy with the National Planning Policy Framework. All policies and proposals were reviewed and the Council satisfied itself that the policies and proposals in use were in conformity with the NPPF. The resolution was that with the exception of Policy 1.8 (location of retail outside town centres) in the Southwark Plan all Southwark Plan policies are saved. Therefore due weight should be given to relevant policies in existing plans in accordance to their degree of consistency with the NPPF.
- 34 Policy 1.1 Access to Employment Opportunities
- Policy 1.4 Employment Sites
- Policy 1.7 Development within Town and Local Centres
- Policy 2.5 Planning Obligations
- Policy 3.2 Protection of Amenity
- Policy 3.3 Sustainability Assessment
- Policy 3.4 Energy Efficiency
- Policy 3.6 Air Quality
- Policy 3.7 Waste Reduction
- Policy 3.9 Water
- Policy 3.11 Efficient Use of Land
- Policy 3.12 Quality in Design

Policy 3.13 Urban Design  
 Policy 3.14 Designing Out Crime  
 Policy 3.15 - Conservation of the Historic Environment  
 Policy 3.16 - Conservation Areas  
 Policy 3.18 Setting of Listed Buildings, Conservation Areas and World Heritage Sites  
 Policy 3.19 Archaeology  
 Policy 3.28 Biodiversity  
 Policy 3.31 Flood Defences  
 Policy 4.1 Density of Residential Development  
 Policy 4.2 Quality of Residential Development  
 Policy 4.3 Mix of Dwellings  
 Policy 4.4 Affordable Housing  
 Policy 4.5 Wheelchair Affordable Housing  
 Policy 5.1 Locating Developments  
 Policy 5.2 Transport Impacts  
 Policy 5.3 Walking and Cycling  
 Policy 5.6 Car Parking  
 Policy 5.7 Parking Standards for Disabled People and the Mobility Impaired

London Plan July 2011 consolidated with revised early minor alterations October 2013

- 35
- Policy 2.5 Sub-regions
  - Policy 2.9 Inner London
  - Policy 3.1 Ensuring equal life chances for all
  - Policy 3.3 Increasing housing supply
  - Policy 3.4 Optimising housing potential
  - Policy 3.5 Quality and design of housing developments mayors flat sizes set out
  - Policy 3.6 Children and young people's play and informal recreation facilities
  - Policy 3.8 Housing choice
  - Policy 3.10 Mixed and balanced communities
  - Policy 3.11 Definition of affordable housing
  - Policy 3.12 Affordable housing targets
  - Policy 3.13 Negotiating affordable housing on individual private residential and mixed use schemes
  - Policy 4.1 Developing London's economy
  - Policy 4.12 Improving opportunities for all
  - Policy 5.1 Climate change mitigation
  - Policy 5.2 Minimising carbon dioxide emissions
  - Policy 5.3 Sustainable design and construction
  - Policy 5.5 Decentralised energy networks
  - Policy 5.6 Decentralised energy in development proposals
  - Policy 5.7 Renewable energy
  - Policy 5.9 Overheating and cooling
  - Policy 5.10 Urban greening
  - Policy 5.11 Green roofs and development site environs
  - Policy 5.12 Flood risk management
  - Policy 5.13 Sustainable drainage
  - Policy 5.15 Water use and supplies
  - Policy 5.18 Construction, excavation and demolition waste
  - Policy 5.21 Contaminated land
  - Policy 6.1 Strategic approach (Transport)
  - Policy 6.2 Providing public transport capacity and safeguarding land for transport
  - Policy 6.3 Assessing transport capacity
  - Policy 6.9 Cycling
  - Policy 6.10 Walking
  - Policy 6.11 Smoothing traffic flow and tackling congestion
  - Policy 6.12 Road network capacity

Policy 6.13 Parking  
 Policy 7.1 Building London's neighbourhoods and communities  
 Policy 7.2 An inclusive environment  
 Policy 7.3 Secured by design  
 Policy 7.4 Local character  
 Policy 7.5 Public realm  
 Policy 7.6 Architecture  
 Policy 7.8 Heritage assets and archaeology  
 Policy 7.14 Improving air quality  
 Policy 7.15 Reducing noise and enhancing soundscapes  
 Policy 7.21 Trees and woodlands  
 Policy 8.2 Planning obligations  
 Policy 8.3 Community infrastructure levy

#### National Planning Policy Framework (NPPF)

- 36 Section 1: Building a strong, competitive economy  
 Section 2: Ensuring the vitality of town centres  
 Section 4: Promoting sustainable development  
 Section 6: Delivering a wide choice of high quality homes  
 Section 7: Requiring good design  
 Section 8: Promoting healthy communities  
 Section 10: Meeting the challenge of climate change, flooding and coastal change  
 Section 11: Conserving and enhancing the natural environment  
 Section 12: Conserving and enhancing the historic environment

#### Relevant SPD's/SPG's

- 37 Section 106 Planning Obligations SPD July 2007  
 Design and Access Statements SPD September 2007  
 Sustainable Transport Planning SPD September 2008  
 Residential Design Standards SPD October 2011  
 Affordable Housing SPD September 2008  
 Draft Affordable Housing SPD June 2011  
 Sustainable Design and Construction SPD February 2009  
 Sustainability Assessment SPD February 2009  
 Draft Bankside, Borough and London Bridge SPD February 2010  
 Blackfriars Road SPD January 2014  
 Housing SPG 2012 (SPG to the London Plan)  
 Providing for Children and Young People's Play and Informal Recreation 2008 (SPG to the London Plan)

#### **Principle of development, policy and land use**

##### Policy Designations

- 38 The National Planning Policy Framework (NPPF) was published on 27 March 2012. At the heart of the NPPF is a presumption in favour of sustainable development. The framework sets out a number of key principles, including a focus on driving and supporting sustainable economic development to deliver homes.
- 39 The NPPF promotes the delivery of a wide choice of high quality homes, seeks to widen opportunities for home ownership and create sustainable, inclusive and mixed communities. It encourages the effective use of land by reusing land that has been previously developed and also promotes mixed use developments. The NPPF also states that permission should be granted for proposals unless the adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework as a whole.

### Opportunity area

- 40 London South Central is a strategic regeneration priority area identified in the London Plan. It stretches across the northern part of three boroughs of central London south of the Thames (Southwark, Lambeth, and Wandsworth) and contains four Opportunity Areas, one of which is the Bankside, Borough and London Bridge Opportunity Area within which the application site is located.
- 41 Policy 2.13 of the London Plan states that developments within Opportunity Areas in London should:
- support the strategic policy directions for the opportunity areas and intensification areas;
  - seek to optimise residential and non-residential output and densities, provide necessary social and other infrastructure to sustain growth, and, where appropriate, contain a mix of uses;
  - contribute towards meeting (or where appropriate, exceeding) the minimum guidelines for housing and/or indicative estimates for employment capacity;
  - realise scope for intensification associated with existing or proposed improvements in public transport accessibility, such as Crossrail, making better use of existing infrastructure and promote inclusive access including cycling and walking; and
  - support wider regeneration (including in particular improvements to environmental quality) and integrate development proposals to the surrounding areas.

### Central Activities Zone (CAZ) and Borough and Bankside District Town Centre

- 42 The site is located within the CAZ which covers a number of central boroughs and covers London's geographic, economic, and administrative core. Strategic Targets Policy 2 - Improving Places of the Core Strategy states that development in the CAZ will support the continued success of London as a world-class city as well as protecting and meeting the more local needs of the residential neighbourhoods. It also states that within the CAZ there will be new homes, office space, shopping and cultural facilities, as well as improved streets and community facilities.
- 43 In addition, the site is part of the Borough and Bankside District Town Centre where saved policy 1.7 of the Southwark Plan states that within the centre, developments will be permitted providing a range of uses, including retail and services, leisure, entertainment and community, civic, cultural and tourism, residential and employment uses. Strategic Policy 3 of the Core Strategy advises that the network of town centres will be maintained and that at Borough and Bankside district town centre, the Council will support the provision of new shopping space.

### Blackfriars Road SPD 2014

- 44 The council adopted the above SPD earlier this year. Due to the scale of growth proposed along Blackfriars Road, the SPD has been adopted to ensure that development takes place in a coordinated way and that Blackfriars Road reaches its potential as a destination with its own identifiable character and identity. The SPD states that opportunities to increase the amount and type of development will be maximised, particularly opportunities for flexible innovative business space and office accommodation. Cultural, leisure, arts and entertainment uses will also be encouraged which will benefit local residents and help make Blackfriars Road a destination, linking to the many cultural facilities along the South Bank, The Cut and at Waterloo. Social and community infrastructure will continue to be improved where opportunities arise as part of mixed use developments. There is also the intention to work with Network Rail to refurbish space under railway arches to provide a range of uses including small businesses, shops, cafes and restaurants. The SPD goes on to state that there will also be many new homes on the upper floors of commercial developments, offering a range of housing types and sizes.

Conclusion on policy designations

- 45 The principle of a development containing a mix of uses including retail, offices and residential would support the role and functioning of the Central Activities Zone and the Borough and Bankside District Town Centre as well as being consistent with the policies for the Opportunity Area. The acceptability of each of the individual uses is considered below.

Land use considerations

Office space

- 46 As detailed above, the site falls within the CAZ, which contains almost a third of all London jobs. The London Plan does not protect office floorspace in the CAZ, it simply identifies office use as an appropriate land use in the CAZ.
- 47 Core Strategy Strategic Policy 10 Jobs and Businesses states that the council will increase the number of jobs in Southwark and create an environment in which businesses can thrive. The policy goes on to state that existing business floorspace would be protected and the provision of around 400,000sqm-500,000sqm of additional business floorspace would be supported over the plan period in the Bankside, Borough and London Bridge Opportunity area to help meet central London's need for office space.
- 48 Saved Policy 1.4 Employment sites outside the Preferred Office Locations and Preferred Industrial Locations is also relevant, and states that development will be permitted provided that the proposal would not result in a net loss of floorspace in Class B use. An exception to this may be made where:
- a) The applicant can demonstrate that convincing efforts to dispose of the premises, either for continued B Class use, or for mixed uses involving B Class, including redevelopment, over a period of 24 months, have been unsuccessful; or
  - b) The site or buildings would be unsuitable for re-use or redevelopment for B Class use or mixed use, having regard to physical or environmental constraints;
  - c) The site is located within a town or local centre, whereby suitable Class A or other town centre uses will be permitted in the place of Class B uses.
- 49 In this case, the buildings are occupied, and the site is suitable for continued Class B use. The existing total B class floorspace equates to 4225.8sqm gross internal area (GIA) with a proposed re-provision of 3853.6sqm GIA of B1 space, resulting in a shortfall of 372.2sqm of B1 floorspace. Policy 1.4 allows for retail space to be provided in lieu of B Class floorspace where the site lies within a town centre. In this case, 138.4 sqm of retail space is being provided at ground floor level, which effectively reduces the loss of commercial floorspace to 233.8sqm.
- 50 The applicant has argued that the existing floorspace is inefficient in terms of layout, which reduces the useable area and the number of workers who could be accommodated in the space. When comparing the existing usable area measured in terms of net internal area (2790.8sqm NIA) with the proposed re-provision (2791.3sqm NIA including the A1-A3 floorspace) the overall re-provision of commercial floorspace the shortfall equates to only 0.5sqm.
- 51 In terms of job creation, the existing uses on site employ in the region of 54 people whereby the improved office space will have the capability of providing approximately 172 full time equivalent posts. As such, whilst it is acknowledged that there is a loss of employment floorspace when considering GIA measurements, the reprovided Class B floorspace will provide a similar net area, and be an improved and more efficient,



cohesive space with the potential to increase the employment opportunities on the site in comparison to the existing Class B floorspace.

#### Retail provision

- 52 The development would include new retail units (A1-A3) at ground floor level of Blocks B and D. In total, 138.4sqm of retail floorspace is proposed, which would help to offset some of the office reduction under Saved Policy 1.4. The provision of new town centre uses such as retail is supported by saved Southwark Plan Policy 1.7 since the site lies in a town centre.
- 53 The retail units would activate the ground floor of the development at Valentine Place and the corner of Valentine Row/Webber Street, serve the proposed increase in population and contribute to the vitality and viability of the district town centre. The site currently has no active frontages or retail space whereas the proposal would create a much more attractive and vibrant street environment. There are also opportunities to provide tables and chairs in the new public space created between the proposed office building and One Valentine Place. The amount and scale of provision is considered to be acceptable and would help to meet the needs of residents and workers in the area subject to conditions to manage hours of use.

#### Housing

- 54 The proposed development comprises 62 new homes. The provision of residential accommodation is supported by the London Plan, the saved Southwark Plan and the Core Strategy.
- 55 London Plan Policy 3.3 Increasing Housing Supply sets a minimum target of 20,050 additional homes to be provided in Southwark over a period from 2011-2021. Strategic Policy 5 of the Core Strategy seeks high quality new homes in attractive environments. It states that development will provide as much housing as possible whilst also making sure that there is enough land for other types of development. The policy sets a target of 24,450 net new homes between 2011 and 2026. A key objective is to provide as much new housing as possible and create places where people would want to live. In addition, saved Policy 1.4 of the Southwark Plan supports the provision of additional floorspace in town or local centres for residential use.
- 56 The proposed 62 new residential units would contribute towards meeting an identified housing need and accords with local, regional and national policy priorities. Issues relating to the quality of accommodation, and affordable housing, are discussed further below.

#### Conclusion on land use

- 57 The proposal involves a small reduction in Class B gross floorspace, however, the current space is considered to be out dated and unsuited to meet modern requirements and the replacement building (Block D) provides high quality modern office space with active ground floors. As such, the minor loss of Class B space is acceptable since it facilitates the provision of a mixed use scheme including new housing. The proposed development includes a mix of uses that are considered to be appropriate for the sites location within the CAZ, Opportunity Area and town centre. As well as the retail and B Class floorspace it will provide a significant number of new homes in a sustainable location which is a priority of the current Government as well as local and London-wide planning policies.

#### **Environmental impact assessment**

- 58 The proposed development lies outwith the scope of the Town and Country Planning Environmental Impact Assessment Regulations 2011. Whilst a formal Screening

Opinion was not sought, the development is not considered to constitute EIA development, based on a review of the scheme against both the EIA Regulations 1999 and the European Commission guidance. The applicants did not seek a formal Screening Opinion however the proposed development would not be likely to have significant effects upon the environment by virtue of factors such as its nature, size or location, and therefore an EIA would not be required.

### **Affordable housing**

- 59 The proposal is to provide a total of 19 affordable units which would be broken down as follows;

	Affordable Rent	Intermediate	Total
1 Bedroom	6 (4W)	2	8
2 Bedroom	6 (2W)	4	10
3 Bedroom	1		1
Total	13	6	19

#### Policy context

- 60 *National*

The NPPF adopted in March 2012 states that local planning authorities should set policies for affordable housing need on site, unless off-site provision or a financial contribution of broadly equivalent value can be robustly justified and the agreed approach contributes to the objective of creating mixed and balanced communities. Such policies should be sufficiently flexible to take account of changing market conditions over time.

- 61 *Regional*

Policy 3.8 of the London Plan requires new developments to offer a range of housing choices and the provision of affordable family housing. Policy 3.12 states that the 'maximum reasonable amount of affordable housing should be sought' having regard to a number of factors including "the need to encourage rather than restrain residential development, the need to promote mixed and balanced communities, and the specific circumstances of individual sites". The policy also advises that "Negotiations on sites should take account of their individual circumstances including development viability, the availability of public subsidy, the implications of phased development including provisions for re-appraising the viability of schemes prior to implementation..."

- 62 *Local*

Policy SP6 of the Core Strategy requires as much affordable housing as is financially viable, and specifically a minimum of 665 affordable units within the Bankside, Borough and London Bridge Opportunity Area between 2011 and 2026. A minimum of 35% affordable housing provision is required.

- 63 Policy 4.4 of the Southwark Plan requires provision of 40% affordable housing on developments within the CAZ however this is superseded by SP6 of the Core Strategy and as such 35% provision is required. Saved Policy 4.4 and the Affordable Housing SPD specifies that this provision should be split by tenure; 70% social rented & 30% intermediate. The policy requires that, in the calculation of affordable housing, any room in a dwelling which has a floor area over 27.5 sqm should count as two habitable rooms.

- 64 Using this methodology, the full development proposal provides 255 habitable rooms and at 35% provision (minus six habitable rooms as a result of providing six affordable wheelchair accessible dwellings) a policy compliant affordable provision would equate to 83 habitable rooms or 32.5%. The proposed affordable provision is 19 units (13 affordable rent and six shared ownership/intermediate) with an overall affordable

habitable room provision of 68 which equates to 26% affordable housing being proposed on site, a shortfall of 25 habitable rooms. At 26% the level of affordable housing proposed is well below the level set by Policy 4.4 of The Southwark Plan and SP6 of The Core Strategy. The applicant has submitted a detailed financial appraisal to demonstrate that a scheme providing 35% (32.5% with the wheelchair units being discounted) affordable housing would be unviable.

- 65 The viability assessment makes the argument that an increased level of affordable housing would be unviable due to the high existing use value of the current site. The viability assessment was reviewed by the Council's Property Team who considered that the original offer fell well short of what could potentially be provided by the scheme which resulted in further negotiations to seek an improved offer. Due to the number of areas of disagreement between the Council's Valuer and the applicant, the Council sought an independent assessment from valuation specialists BNP Paribas. This concluded that the development was capable of supporting additional affordable housing. In response the applicant increased the number of affordable rent units and provided an additional two shared ownership units to increase the overall offer from 18% to 26%. The shared ownership units would be provided in line with Southwark Council's affordability criteria whilst the affordable rent units would be capped at Local Housing Allowance Levels for one and two bed units with the three bed unit being at target rent.
- 66 In addition to this the applicant is also proposing to provide a £500,000 in lieu payment towards the Council's Direct Delivery programme to help fund additional off-site affordable housing. This payment will equate to an additional five habitable rooms, bringing the overall affordable total to 73 habitable rooms and an overall provision of 28%. The Council's Property Team and the external consultants who verified the viability assessment are in agreement that this is the maximum that can reasonably be sustained by the site. It would normally be expected that all affordable housing would be delivered on site. However, in this case the inclusion of an additional 5 habitable rooms would require a substantial re-design of the scheme in order to accommodate all of the affordable housing within separate cores. Given the advanced stage of the application, and the relatively small number of rooms, this is not considered to be reasonable, and would delay determination and delivery of the project. Similarly, off-site delivery would be problematic for this small number of rooms (equivalent to one or two units), and would delay the scheme. As such, it is considered reasonable to define this as an 'exceptional' case, and accept an in lieu payment which would contribute to the Direct Delivery programme of new Council homes.

#### Conclusion on affordable housing

- 67 The affordable housing offer of 28% made up of 26% on-site and a further 2% through an in lieu payment is considered acceptable in this case. The viability assessment has been scrutinised by the Council's Property team, and an additional external opinion has concluded that this is the most that the development could reasonably support whilst remaining viable. As such, the proposal would meet the requirements of the NPPF, and the London Plan and Core Strategy policies which acknowledge viability as a material consideration in relation to affordable housing. Potentially more affordable housing could be delivered on this site if there was a greater quantum of development overall, however due to the character of the conservation area, a more modest scale is appropriate to respect the existing context. This, together with the high existing use value, has resulted in a scheme with a lower level of affordable being acceptable in this case.

#### **Housing mix and density**

- 68 Strategic Policy 7 of the Core Strategy expects 60% of units within a development to have more than two bedrooms, and in this area at least 20% to have 3, 4, or 5

bedrooms.

- 69 Saved Policy 4.3 of the Southwark Plan requires a mix of dwellings sizes and types to be provided within major new developments in order to cater for a range of housing needs. At least 10% of the units should be suitable for wheelchair users. The mix of units provided is shown in the table below;

	Market Housing	Affordable Rent	Intermediate	Total
1 Bedroom	4	6 (4W)	2	12 (20%)
2 Bedroom	20	6 (2W)	4	30 (49%)
3 Bedroom	14	1	14	14 (23%)
4 Bedroom	5			5 (8%)
Total	43	13	6	62

- 71 80% of units would have two or more bedrooms; this exceeds the 60% target and is a positive aspect of the scheme. 32.5% of the units would have three or more bedrooms, again significantly exceeding the 20% target, which is another positive aspect of the scheme. However it is noted that only one of the larger units is provided as affordable housing.
- 72 In terms of wheelchair accommodation, 10% (6 units) would be provided. The units would be provided in Block B in the form of 4 one bedroom and 2 two bedroom apartments, all affordable rent tenure. The quantum of wheelchair unit provision is considered acceptable although it is noted that the majority is provided as one bedroom units for which demand is more limited.
- 73 Policy 3.4 Optimising Housing Potential of the London Plan states that development should optimise housing output for different types of location within the relevant density range shown in Table 3.2 of the Plan. It also requires local context, the design principles and public transport capacity to be taken into account. Strategic Policy 5 - Providing new homes of the Core Strategy sets out the density ranges that residential and mixed use developments would be expected to meet. As the site is located within the Central Activities Zone, a density range of 650 to 1100 habitable rooms per hectare would be sought. Appendix 2 of the Saved Southwark Plan sets out guidance for how density should be calculated. In order for a higher density to be acceptable, the development would need to meet the criteria for exceptional design as set out in section 2.2 of the Residential Design Standards SPD.
- 74 The development will provide 205 actual habitable rooms. Additionally 150 habitable room equivalents are being provided based on the commercial floorspace. This equates to 355 habitable rooms being provided on a 0.34 hectare site giving a density of 1044 habitable rooms per hectare. This is within the range expected for the Central density zone, and is therefore considered acceptable.

### Quality of accommodation

#### Unit size and aspect

- 75 Saved Policy 4.2 of the Southwark Plan advises that planning permission will be granted provided the proposal achieves good quality living conditions. The adopted standards in relation to internal layout are set out in the adopted Residential Design Standards SPD 2011. The following table sets out the minimum flat size requirements as set out in the Residential Design Standards 2011, and also the flat sizes that would be achieved.

Unit Type	SPD minimum sqm	Size range proposed (sqm)
1 Bedroom	50	50.6 - 76.7

2 Bedroom	61 - 70	66.2 - 103.8
3 Bedroom	74 - 95	96.5 - 202.2
4 Bedroom (house)	106-113	181.9

77 The flat sizes comfortably exceed the standards as set out in the SPD. In terms of aspect, 89% of the units would be dual aspect which is positive. Space has been allocated for storage and all kitchens enjoy natural light and ventilation. Overall, it is considered that the flat sizes are acceptable, and would provide for a very good standard of internal amenity.

Amenity space and children's play space

78 All new residential development must provide an adequate amount of useable outdoor amenity space. The Residential Design Standards SPD sets out the required amenity space standards which can take the form of private gardens and balconies, shared terraces and roof gardens. Policy 3.6 of the London Plan requires new developments to make provision for play areas based on the expected child population of the development. Children's play areas should be provided at a rate of 10 sqm per child bed space (covering a range of age groups).

79 In terms of the overall amount of amenity space required, the following would need to be provided:

- For units containing 3 or more bedrooms, 10sqm of private amenity space as required by the SPD;
- For units containing 2 bedrooms or less, ideally 10sqm of private amenity space, with the balance added to the communal gardens;
- 50sqm communal amenity space per block as required by the SPD; and
- 10sqm of children's play space for every child space in the development as required by the London Plan.
- New dwellings (houses) require 50sqm.

80 In the proposed scheme, 12 units will not be provided with any private amenity space. This includes 8 one bedroom units, 3 two bedroom units and one three bedroom unit. All will have access to the communal amenity courtyard, although two of the units would not have access directly from within their core. Where the full recommended provision of 10sqm per residential unit has not been provided, the shortfall has been added to the communal requirement.

81 The provision of private amenity space is a key aspect of providing attractive and high quality homes, and failure to provide private balconies or terraces would not be acceptable unless clear justification can be made. In this case, 8 of the units sit behind the retained or extended Maltina Bakery facade, and are single aspect units which do not benefit from a face on the courtyard elevation. The introduction of balconies onto the retained facade would be damaging to its historic character, and external balconies would appear incongruous here, as well as being potentially overbearing within the narrow street. As such, the lack of balconies to these units is acceptable on balance. In the case of the other four units, the justification is less clearcut however within the context of the overall scheme, is considered acceptable on balance.

82 The proposed three storey terraced dwellings have front gardens measuring 13.1sqm, rear gardens measuring 17.6sqm and terraces measuring 11.3sqm resulting in a private amenity provision of 42.9sqm. In the context of this central London location this is considered to be a reasonable provision, and the shortfall of 7.9sqm for each of these units will be added to the communal amenity space requirement.

83 Of the remaining 44 dwellings, one of the two bed units has two balconies both with less than 3sqm which will not count towards private amenity space and 23 have



balconies in the range of 4.9sqm - 9.9sqm and the shortfall will be added to the communal amenity space figure. The number of small balconies, particularly for the larger or wheelchair units is a shortcoming of the overall scheme. The remaining 21 units have balconies/terraces in the range of 10sqm - 98.5sqm.

- 84 Overall the provision of private amenity space is considered acceptable on balance only because of the mitigating factor of the retained Maltina facade, and the shared access to a large and attractive communal courtyard. Only one large family dwelling lacks access to private amenity space and this unit has an internal floorspace of 202.2sqm and as such the lack of private amenity space can be balanced against the generosity of the unit and the constraints of its location within the corner of the retained facade of the Maltina Bakery building.
- 85 In terms of communal amenity space the development will provide an enclosed residents' landscaped courtyard measuring approximately 900sqm. In policy terms 50sqm of communal amenity space is required per block which will equate to 250sqm. Additionally the shortfall of the private amenity space equates to 262.7 which would require an overall communal amenity space provision of 512.7sqm. As such the provision of 900sqm of communal amenity space is welcomed. The courtyard space could encourage the creation of a strong community on the site, and has space for childrens play.
- 86 The proposed development provides the equivalent of 19 child bed spaces which will require 190sqm of childrens play space. Within the communal courtyard, 211sqm of childrens play space has been allocated which is policy compliant and accordingly this is a positive aspect of the scheme.

### **Design and site layout**

#### Policy context

- 87 The NPPF stresses the importance of good design and states in paragraph 56 that: "Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people."
- 88 Policy SP12 of the Core strategy states that "Development will achieve the highest possible standards of design for buildings and public spaces to help create attractive and distinctive places which are safe, easy to get around and a pleasure to be in."
- 89 Saved policy 3.13 asserts that the principles of good urban design must be taken into account in all developments. This includes height, scale and massing of buildings, consideration of the local context, its character and townscape as well as the local views and resultant streetscape.
- 90 Saved policy 3.12 asserts that developments "should achieve a high quality of both architectural and urban design, enhancing the quality of the built environment in order to create attractive, high amenity environments people will choose to live in, work in and visit." When we review the quality of a design we consider the appropriateness of the fabric, geometry and function as well as the overall concept for the design relative to the site.

#### Site location

- 91 The site is effectively an island block with thoroughfares on three sides. Valentine Place is a narrow, characterful route leading off the Blackfriars Road and flanked by traditional warehouse buildings which have been converted to provide high quality commercial floor space. Webber Row is a busier link and is flanked to the south by the Grade II listed Peabody Estate buildings at the boundary of Southwark and Lambeth. The site is a key element of the Valentine Place conservation area, and the issues

around the demolition of much of the existing fabric, and the impact of the new buildings on the character of the conservation area, are set out at paragraphs 101-113 below.

### Design

#### 92 *Block A*

The existing building 7-19 Valentine Place and 21 Webber Street makes a significant contribution to the conservation area and it is right that this proposal seeks to retain its most significant features, namely the facades on Valentine Place and Webber Street. The existing building was considered for listing by English Heritage and rejected. However, its status as a designated heritage asset is established in the NPPF and its loss would be considered as 'substantial harm'. In this case, given that there is little of historic interest beyond the facades which are to be retained, the proposal involves less than substantial harm and can be considered under the requirements of paragraph 134 of the NPPF which states: "Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use."

93 In this case, the proposed amendments introduce a modern sustainable use behind the retained facade to provide high quality residential accommodation. The former bakery building's modest part two/part three storey scale is complimented with a new attic storey in masonry construction which will match the existing terracotta facade with a further set-back attic storey designed as a recessive glazed roof-top feature. All the main entrances and windows are utilised appropriately and a mix of residential units introduce a more efficient floor plate to replace the deep window-less space of the previous industrial building, thereby balancing the modern needs of residential accommodation within the retained facade.

#### 94 *Block B*

This block announces the scheme from the eastern approach on Webber Street and includes a small retail unit at its base. It is modest in scale at just four storeys in height and reflects the historic setting of the Peabody Estate across the way. Its design echoes the aesthetic of the historic buildings on Valentine Place with brick facades and deeply recessed windows of multi-pane metal framed design. Its location is important to the development and its scale is appropriate at the entrance to the narrow Valentine Row - a narrow yard that leads back to Valentine Place along the eastern edge of the site.

#### 95 *Block C*

Valentine Row is a narrow intimate space that has suffered from inappropriate design which turns its back onto the pedestrian thoroughfare. Yards like this are characteristic of the area and show up on some of the earliest maps of the area. The proposal introduces a short terrace of three-storey houses facing onto Valentine Row behind narrow front gardens. This helps to introduce a finer grain to this development and responds appropriately to the modest proportions and intimate scale of this important but neglected thoroughfare. The aesthetic of the houses is appropriate and rooted in the character of the area with brick facades and punched windows establishing a rhythm and proportion to this frontage.

#### 96 *Block D*

The office building is located a short distance back from the Blackfriars Road frontage and is set at six storeys in height to reflect a more subservient relationship to the recently completed 'One Valentine Place' which is one storey taller. The block has been designed to maximise active frontages at the base with retail units and the main entrance lobby and a route to the landscaped courtyard. The building is aligned with

the 'One Valentine Place' scheme to create a small public space between these two buildings and in this way creates a fitting termination to Valentine Passage. In its architectural design it reflects the character of the conservation area and uses brick-facing with deep-set metal-framed windows and a stepped profile with high-level terraces. The result is a highly modulated robustly detailed modern re-interpretation of the existing warehouse buildings on Valentine Place.

- 97 Southwark Councils Design Review Panel viewed an earlier version of the scheme at pre-application stage in April 2013. In conclusion, the Panel welcomed the holistic approach of the proposal and the comprehensive re-development of this important site. They welcomed the perimeter block approach, the mix of uses and the emphasis on landscape. Concerns were raised over the ambiguity between public and private spaces and potential new routes, the architectural expression of the Valentine Row/Webber Street and Valentine Place buildings and the nature and the detailed resolution of certain aspects of the design. They encouraged the architects to resolve these concerns and to make the necessary adjustments to their design before they submit a planning application on this site. The Panel believed that the scheme had potential for an excellent addition to the city but required a more rigorous approach to the function and the identity of each of the sub-components making the overall block more coherent.
- 98 Following the Design Review Panel comments, the architects have worked to reduce the ambiguity between public and private space with a clear delineation between residents space and public realm. Further improvements have been undertaken to the design approach of the Valentine Row/Webber Street and Valentine Place buildings to further refine their character and improve the quality of the design which will be reinforced by high quality materials and finishes. It is considered that the concerns of the DRP have been sufficiently addressed.
- 99 *Courtyard*  
The landscaped court at the centre of the site is one of the most important features of this proposal. There are two points of entry/exit for residents which offer routes across the site and a landscaped space to sit away from the busy streets that surround the site. The court is encircled by lower buildings to the south and higher buildings to the north to maximise sunlight penetration and it is generously proportioned to ensure that it can be used throughout the year. At its edges the courtyard includes some private residential amenity spaces for the houses on Valentine Row and the units in the former bakery.

#### Conclusion on design

- 100 In conclusion, the proposal is for a high quality urban and architectural design that transforms this former industrial site at the heart of a conservation area. Despite the concerns raised by English Heritage it is considered that the architectural expression is both robust and confident and reflects the historic context of this important site, both retaining the key historic facade and using heights which are appropriate to the context and not overbearing on the townscape. Due to the size of the site, this comprehensive development will make up a significant proportion of the designated conservation area when it is completed. As such the quality of architectural and urban design will need to follow through to the construction of this scheme, its quality of architectural detailing, landscaping and materials all of which should be reserved by condition.

#### **Heritage impacts**

##### Policy context

- 101 Paragraph 128 of the NPPF states: "Local planning authorities should identify and assess the particular significance of any heritage asset that may be affected by a

proposal (including by development affecting the setting of a heritage asset) taking account of the available evidence and any necessary expertise. They should take this assessment into account when considering the impact of a proposal on a heritage asset, to avoid or minimise conflict between the heritage asset's conservation and any aspect of the proposal."

- 102 Paragraph 134 of the NPPF states: "Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use."
- 103 Saved policy 3.18 echoes the requirement in the NPPF which requires development to conserve or enhance the historic environment (Section 12) including its setting. Saved policy 3.18 defines this and requires development to preserve or enhance among other things, "the setting of a conservation area; or views into or out of a conservation area".
- 104 Saved policy 3.16 seeks to protect conservation areas by managing development effectively to safeguard the character and setting of heritage assets through the use of high quality design and materials and the retention of original features.
- 105 *Valentine Place Conservation Area*  
The conservation area appraisal describes the historic significance of the site including its characteristic mix of offices and light industrial uses. The area around Pontypool Place immediately to the north of the site offers pedestrian permeability across the area and make a positive contribution to the significance of the conservation area. The appraisal notes that the setting of the conservation area extends to Blackfriars Road to the east, takes in the Peabody Estate to the south and includes the corner of Barons Street and Webber Street. As a comprehensive scheme within a conservation area this proposal has to demonstrate how it will conserve or enhance the character and appearance of the conservation area, its historic significance and its setting. Harm to the significance should be avoided and where necessary should be justified appropriately in accordance with the requirements of paragraphs 132 or 133 of the NPPF.
- 106 7-19 Valentine Place/21 Webber Street, also known as Maltina Bakery, is described in the conservation area appraisal which notes its important contribution and states that the building "contrasts with the utilitarian industrial buildings of the majority of the conservation area. Built c.1910 for the Maltina Bakery Company in the Edwardian neo-classical style. The building is yellow brick with golden terracotta dressings and occupies the site on the corner of Valentine Place and Webber Street. The corner of No. 21 is canted, although the original openings have been in-filled, the others survive on Webber Street and Valentine Place. On the Valentine Place elevation the central loading bay with timber flaps and bracketed canopy and a steel crane jib has been retained. The roof is concealed behind a moulded terracotta coping. The classical pediments, projecting hoods, timber doors, sash windows and chimneys stacks and pots are all a feature of the building, which makes a positive contribution to the conservation area and wider environs."
- 107 The nearest listed buildings are the Grade II listed bollards located in Pontypool Place and the recently listed Friends of Temperance Building on Blackfriars Road. Both of these nationally important structures are unaffected by this proposal and there is no impact on their historic setting due to their separation from the site.
- 108 The conservation area appraisal offers guidance for new development and states that: "It is important that the overall form of the development remains in keeping with the morphological characteristics of the area. The urban form of the conservation area is

key to its character and any change must consider the basic principles that have determined it. As the appraisal discusses, the street pattern dates from the 18th century and the buildings largely from the late 19th century/ early 20th century. The urban structure is typified by narrow street blocks and relatively long frontage buildings."

- 109 The significance of the conservation area lies in its industrial heritage, the commercial buildings and warehouses accessed directly off the narrow lanes and streets that are typical of the area. The application property includes two large warehouse sheds of recent construction and former bakery building at the corner of Webber Row and Valentine Place which is noted in the appraisal and contributes positively to the character and appearance of the conservation area. The proposal seeks to remove the warehouse sheds at the centre of the site as well as a number of high perimeter walls. In relation to the bakery building the scheme seeks to retain its facade and a few internal features and to introduce new construction behind the facade to preserve its contribution to the Conservation Area. The bakery building retains its original finely detailed facade but is much altered internally and was rejected for listing by English Heritage. However, as a positive contributor to a conservation area it is considered as a designated heritage asset under the NPPF and its complete loss would require further justification.
- 110 In the main, the proposed demolition is restricted to the large warehouse sheds and walled enclosures which are largely inward looking and encircle the site with high windowless walls. The loss of the mid-late 20th century warehouse sheds and perimeter walls is considered less than substantial harm to the significance of the conservation area. The adopted conservation area appraisal defines the significance of the area and states in paragraph 3.1.1: *"This is a cohesive townscape comprising of mainly industrial and warehouse developments from the late 19th and early 20th centuries. The historic street layout remains, creating a legible and permeable environment. The intimate scale and high quality and architecturally interesting frontage developments of two to four storeys, have survived largely intact. This is a highly urban environment with little in the way of soft landscaping."*
- 111 Paragraph 134 of the NPPF states that: *"Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use."* Accordingly, when considering the harm to the significance of the conservation area and balancing that harm against the benefits of the scheme including the retention of the most significant heritage asset; introducing appropriate and high quality development with a mix of uses, and active highly articulated frontages where there were once tall boundary walls. As such, the proposal is considered to comply with the requirements of the NPPF in terms of demolition, and the less than substantial harm can be justified. The detailed objection received in relation to the demolition is noted, however officers are satisfied that the proposals are in accordance with the expectations of the NPPF and local policies, and the development overall would positively enhance the conservation area. However, since the planning permission would give consent for the demolition of buildings in a conservation area, it is recommended that a condition be imposed to eliminate the risk of a delay between demolition and rebuilding, to avoid creating an unsightly 'gap' in the conservation area.
- 112 This proposal reflects the principles set out in the conservation area appraisal. The design is highly articulated, with robust architectural expression and strong urban frontages that reinforce the intimate scale of the streets and pedestrian thoroughfares. It preserves the significance of the conservation area by retaining the facade of 21 Webber Street and, as noted above, responds uniquely to each street frontage with larger buildings on Valentine Place and a lower terrace of houses on Valentine Row.



### Conclusion on heritage

- 113 In conclusion, the proposal compliments its historic setting and enhances the Valentine Place Conservation Area. It distributes height and massing across the site appropriately and includes active frontages, a significantly improved permeability across the site and an appropriate hierarchy of public space. The scheme proposes an appropriate and restrained palette of materials that respects the character, appearance and the setting of this important conservation area. The retention of the key historic facade of the Maltina Bakery is a positive aspect of the scheme. The remaining buildings do not make a significant contribution to the conservation area and will be fully demolished. Their loss is not considered to have a detrimental impact on the Conservation Area, the character of which will be both protected and enhanced by the proposed development.

### **Impact of proposed development on amenity of adjoining occupiers and surrounding area**

#### Daylight

- 114 A daylight and sunlight report has been submitted as part of the Environmental Statement. The report assesses the scheme based on the Building Research Establishments (BRE) guidelines on daylight and sunlight.
- 115 The BRE sets out three detailed daylight tests. The first is the Vertical Sky Component test (VSC), which is the most readily adopted. This test considers the potential for daylight by calculating the angle of vertical sky at the centre of each of the windows serving the residential buildings which look towards the site. The target figure for VSC recommended by the BRE is 27% which is considered to be a good level of daylight and the level recommended for habitable rooms with windows on principal elevations. The BRE have determined that the daylight can be reduced by about 20% of their original value before the loss is noticeable.
- 116 The second method is the No Sky Line (NSL) or Daylight Distribution (DD) method which assesses the proportion of the room where the sky is visible, and plots the change in the No Sky Line between the existing and proposed situation. It advises that if there is a reduction of 20% in the area of sky visibility, daylight may be affected.
- 117 Another method of calculation is the Average Daylight Factor (ADF) which is a more detailed assessment and considers the amount of sky visibility on the vertical face of a window, but also the window size, room size and room use. The recommendations for ADF in dwellings are 2% for kitchens, 1.5% for living rooms and 1% for bedrooms. The BRE recommends that whilst ADF is an appropriate measure for new buildings and master planned areas, VSC/NSL should be principally used to assess impact on existing buildings.
- 118 The daylight and sunlight assessment on five key buildings that lie adjacent to the application site and these include Quentin House, 6 Barons Place (Flats 1-6), 2-8 and 34-36 Webber Row, The Crown Public House and Bridgehouse Court at 109-115 Blackfriars Road. The commercial properties at One Valentine Place, 2-10 and 12-14 Valentine Place and the Primary Education Language Centre on Webber Street have not been assessed due to their nature as commercial properties.
- 119 *Quentin House*  
The VSC results for Quentin House demonstrate that all but two of the windows assessed at ground and first floor will meet the minimum requirements of the BRE. The two windows that do not meet the minimum BRE guidelines are on the ground floor and are situated under recessed balconies with a reduction of 22% which is just above the BRE recommended limit of a 20% reduction. The BRE guidelines note that if the VSC reduction without the balconies in place would be less than 20% then it is

the balcony as opposed to potential development that is the reason for the larger reduction. In this case the assessment to the windows without the balconies in place show a reduction of less than 20% VSC indicating that the balconies are the primary reason for the reduced VSC. In terms of the No Sky Line assessment, two of the 28 rooms surveyed would fail to meet the guidelines however these rooms will have adequate VSC to ensure sufficient daylight. As such 89% of the rooms at Quentin House are compliant in relation to NSL.

120 *6 Barons Place*

The VSC and NSL results for Barons Place show that all of the windows meet the minimum BRE guidelines.

121 *2-8 and 34-36 Webber Row*

There is only one window to the flank elevation of this building that faces towards the proposed development site. The windows facing away from the development site have not been considered as the impact will be minimal. The VSC results show that the flank window will experience a small reduction in daylight however the reduction is well within the limits of the BRE guidelines and as such the impact on daylight will not be significant.

122 *The Crown Public House*

The Crown Public House has residential accommodation on the upper floors (second and third). The VSC assessment shows that all windows will meet the minimum BRE guidelines.

123 *Bridgehouse Court 109-115 Blackfriars Road*

This building is an enclosed car park on the ground floor with two levels of residential accommodation above. The VSC results show that the second floor windows will generally continue to receive good levels of daylight with only two of the windows having VSC reduced to below 27%. The results show that these windows will experience a reduction from 37.71% to 25.1% and 37.96% to 26.39% respectively. It is noted that the reduction is more than 20% (33% and 30% respectively) largely as a result of the high VSC levels previously enjoyed. In a densely urbanised environment like the Central Activities Zone a VSC of 25.1% and 26.39% is considered acceptable.

124 The VSC results for the first floor windows demonstrates that all windows facing the development site will experience a loss of VSC to a level below 27% (range 16.91% to 22.35%) with reductions in the range of 40% - 53%. Unlike the results for the second floor windows, these reductions are more likely to be noticeable by current occupiers. In situations like this it is appropriate to consider a 'mirror test', No Sky Line test and the Average Daylight Factor.

125 *Bridgehouse Court mirror test*

The BRE guidelines suggest methods of assessing an alternative benchmark VSC based on a buildings location and its relationship to a proposed development site in order to determine if the affected building is considered a "bad neighbour" in daylight terms. The most appropriate method in this case is a 'mirror test' whereby the VSC that would be experienced by the surrounding windows is calculated assuming a building of the same size, shape and relationship to the boundary as Bridgehouse Court was built on the development site. Furthermore, it should be noted that Bridgehouse Court is built directly onto the site boundary and rises to three storeys whilst the proposed building is set back from the boundary and angled away from Valentine Row.

126 The results of the 'mirror test' demonstrate that the worst affected window would achieve a VSC of 16.38% which is 0.53% less than the worst case scenario with the full proposed development in place. Additionally, of the seven first floor windows

assessed as part of the 'mirror test', five would experience a lower VSC than with the proposed development in place thereby demonstrating that the proposed development does not take more than its fair share of light from Bridgehouse Court.

127 *Bridgehouse Court no sky line*

The NSL assessment demonstrates that all but one of the rooms surveyed at Bridgehouse Court meets the BRE Guidelines. The room that does fall below experiences a reduction of 21% which is only marginally below the guidelines.

*Bridgehouse Court average daylight factor*

128 The Average Daylight Factor (ADF) is a more detailed assessment and considers the amount of sky visibility on the vertical face of a window, but also the window size, room size and room use. The recommendations for ADF in dwellings are 2% for kitchens, 1.5% for living rooms and 1% for bedrooms. Whilst it is noted that the BRE recommends ADF primarily as an appropriate measure for new buildings and master planned areas, it can also be used to give an indication of how well a room will be lit.

129 In this case the exact room use of the affected windows at first floor is not known however all rooms will achieve an ADF of at least 1.5% which is suitable for a living room or a bedroom. Of the seven affected rooms on the first floor, five will experience an ADF in excess of two which would comply with the BRE guidelines, one will achieve an ADF of 1.94 which is only marginally below the highest requirement and the remaining room will achieve an ADF of 1.72 which again would be suitable for a bedroom or living room.

Conclusions on daylight

130 The results of the daylight assessment do reveal that there would be a number of rooms within Bridgehouse Court that would not meet the relevant daylighting standards of the BRE in terms of VSC. In this case it has been demonstrated by the 'mirror test' that Bridgehouse Court will continue to achieve adequate levels of daylight in relation to its scale and position relative to the development site. Additionally the NSL and ADF tests illustrate that the BRE standards will be met for these criteria showing that adequate lighting will be achieved in relation to the highly urbanised location where there should also be some acknowledgement that the site is in an Opportunity Area within a Central London location and accordingly the standards should be applied with some degree of flexibility. On balance, the impact on daylight to adjoining residents is considered acceptable.

Sunlight

131 All of the windows within 90 degrees of due south have been assessed with regards to impact on sunlight. The BRE guide states with regards to Annual Probable Sunlight Hours (APSH), that if a window can receive 25% of summer sunlight, including at least 5% of winter sunlight between the hours of 21 September and 21 March, then the room would be adequately sunlit.

132 *Quentin House*

The APSH results for the ground and first floor indicate that compared to the existing situation, no new windows will fall below 5% APSH in winter. there will be some minor reductions in summer APSH however only in the range of 1%-5% with no previously compliant windows falling below the BRE standards.

133 *6 Barons Place*

Sunlight assessments have not been undertaken at this building as the windows that face onto the application site are within 90 degrees of due north, therefore sunlight availability is limited by orientation regardless of the proposed development.

134 *2-8 and 34-36 Webber Row*

Sunlight assessments have not been undertaken at this building as the windows that face onto the application site are within 90 degrees of due north, therefore sunlight availability is limited by orientation regardless of the proposed development.

135 *The Crown Public House*

The APSH results indicate that all windows would meet the BRE guidelines.

*Bridgehouse Court 109-115 Blackfriars Road*

- 136 Sunlight assessments have not been undertaken at this building as the windows that face onto the application site are within 90 degrees of due north, therefore sunlight availability is limited by orientation regardless of the proposed development.

Conclusion on sunlight

- 137 As with daylight, there are a small number of windows which would not meet the BRE guidelines for summer and winter sunlight. However, the extent of non compliance is considered minor overall and no previously compliant windows will become non compliant. As such the development is considered to be acceptable in terms of its impact on sunlight to neighbouring properties.

Overlooking

- 138 In order to prevent adverse impacts in terms of overlooking and loss of privacy, the Residential Design Standards recommends a minimum separation distance of 12 metres at the front of the building and any elevation that fronts a highway and 21 metres at the rear.
- 139 It is noted that the commercial properties at 2-10 and 12-14 Valentine Place all have less than a 12m separation from the proposed development (7m and 8.5m respectively) however these are commercial properties and as such their will be no impact on their amenity as such. It is noted that there could be an impact on the amenity of future occupiers of the development by being overlooked by 2-10 and 12-14 Valentine Place however as these are commercial properties it is considered that there will only be the potential for overlooking at specific times of the day (generally during business hours) when dwellings are usually less intensively used. On balance, and given the tight street plan of the area and the retention of the Maltina Bakery facade, the separation distance between 2-14 Valentine Place and the development site is not expected to generate any detrimental amenity impacts either for the commercial properties or for future residents.
- 140 The neighbouring residential properties at 37-53 Quentin House, 6 Barons Place, 2-8/34-36 Webber Row and the new residential development at 46-48 Webber Street all lie well in excess of 12m from the facades of the proposed development (15m at the closest point) and as such there will be no adverse amenity impacts. The primary Education Language Centre on Webber Street, whilst not residential, also lies well in excess of 12 metres from the application site and as such it is considered that there will be no adverse impact on these properties or on future occupiers of the development.
- 141 It is noted that the proposed terraced dwellings on Valentine Row lie well within 12m of the main facade of the dwellings at Bridgehouse Court, going from 8m separation at the widest point down to 4m at the closest. The ground floor of Bridgehouse Court is in use as car parking and as such there will be no impact on overlooking from the ground floor of the terraced dwellings on Valentine Row where the principal accommodation is located on the rear facing facade. The first floor of the terraced dwellings accommodate bedrooms on the front facing facade with the second floor accommodating bathrooms with obscure glazing which will ensure the privacy of both the occupiers of Bridgehouse Court and the future residents of Valentine Row. Given the historic street pattern that is being reinstated and the positioning of the principal

accommodation on the rear facades, the shorter separation distance is considered acceptable in this instance.

- 142 The Crown Public House has residential accommodation on the upper levels however the separation distance is only minimally below the 12m recommendation and largely faces onto the proposed new office accommodation and as such here are no significant amenity concerns in terms of overlooking or loss of privacy.

#### Noise and vibration

- 143 The noise impacts from the redevelopment of the site would be highest during the demolition of the existing buildings and substructure works (which would include excavation and piling works) and lowest during the internal fit out and landscaping. Traffic noise from construction would increase noise levels, particularly along Valentine Place and Webber Street however a Construction Management Plan will put in place measures to reduce excessive noise as far as is possible. The noise impacts from demolition and construction would be temporary in nature and it is not envisaged that any long term disturbance would be caused by the use of the completed scheme.
- 144 The predicted change in traffic flow on surrounding roads is considered low, and therefore there should be no increase in noise levels from vehicles. The noise from plant and machinery installed would fall below background noise levels and therefore would protect residential amenities.
- 145 There would be an increase in the number of residents, visitors and workers as a result of the new homes, retail and new offices. However, it is unlikely that there would be any demonstrable harm caused to residential amenities from their comings and goings. The site is located in a busy central London environment where some noise should be expected.

#### Air quality

- 146 The proposed development is within an Air quality management area that is challenged in meeting air quality objectives in particular for Nitrogen Dioxide and particulate matter. The Councils Environmental Protection Team have considered the Air Quality Assessment that has been submitted. The assessment, using historic data, predicts that the development will not have a significant impact on existing air quality whilst the traffic increase is predicted to be in the region of 1.2%. Although the objectives for NO<sub>2</sub> is likely to be exceeded the resultant increase in levels will not be of a magnitude to refuse planning permission.

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

- 147 It is not considered that there will be any conflict of use detrimental to amenity. Whilst it is noted that there could be an impact on the amenity of future occupiers of the development by being overlooked by 2-10 and 12-14 Valentine Place. On balance, and given the tight street plan of the area and the retention of the Maltina Bakery facade, the separation distance between 2-14 Valentine Place and the development site is not expected to generate any detrimental amenity impacts either for the commercial properties or for future residents.

#### **Transport issues**

- 148 Saved policy 5.1 of the Southwark Plan seeks to ensure that development is located near transport nodes, or where they are not it must be demonstrated that sustainable transport options are available to site users, and sustainable transport is promoted. In addition, saved policy 5.6 of the Southwark Plan requires development to minimise the number of car parking spaces provided and include justification for the amount of car



parking sought taking into account the site Public Transport Accessibility Level (PTAL), the impact on overspill car parking, and the demand for parking within the controlled parking zones.

#### Public Transport Accessibility (PTAL)

- 149 The site has the highest level of public transport accessibility with a PTAL level of 6b, rated on a scale of 1-6 where 1 represents low accessibility and 6 the highest accessibility. There are several railway and London Underground stations located within the vicinity of the site. Blackfriars South, Southwark and Blackfriars. Waterloo and London Bridge stations are all relatively close by at around 20 minutes walk. The site is well connected to the London bus network, cycle routes and walking routes.

#### Site layout

- 150 The site occupies the full development site with pedestrian and cycle access around the full perimeter and vehicular access on Valentine Place and Webber Street only. No new traffic routes are created. Cycle desire lines will be routes in northern, eastern and western directions to major employment areas in the West End and the city although some southern movement may occur towards Elephant and Castle. The levels of pedestrian footfall around the site is comparably high during typical morning and evening peaks reflecting the surrounding land uses of residential and office space. Highway widths are narrow, particularly on Valentine Place, with Webber Street carrying comparably high levels of traffic flow through out the day. However, it is acknowledged that this reflects the historic character of the area, which is important to the Valentine Place conservation area. Webber Street is also the point of access and egress for all on site car parking.

#### Car parking

- 151 Residential developments within CAZ should be car-free (except disabled parking provision) and as such no general parking is proposed. Given the site's high PTAL, and location in the CAZ and a CPZ this proposal is acceptable and policy compliant.
- 152 The disabled parking will be accessed off Webber Street utilising a section of an existing crossover. It is proposed that the existing crossover will be modified to reflect the position of the proposed site access. All other residents will be prohibited from applying for on-street parking permits and this will be secured by condition.
- 153 Three years free car club membership should be provided for each eligible person associated with the residential use and this will be secured as part of the S106 Agreement.

#### Cycle parking

- 154 The proposed development will provide a total of 220 cycle spaces this provision is welcomed as it exceeds Southwark and London Plan standards. The spaces will be provided in a secure storage space at basement level with 96 of the spaces being dedicated to the residential development accessed separately to the office use.
- 155 The cycle parking storage will be accessible by a lift and the dimensions of the lift are suitable to accommodate a cycle and cyclist. The majority of the cycle parking being provided is two tier however a number of Sheffield Stands are also proposed with the final split being secured by planning condition as two-tiered or vertical (and semi-vertical) storage systems are not recommended for the entirety of cycle parking as it is known that the elderly, children and the mobility-impaired often have difficulty in using them.

#### Servicing

- 156 The initial servicing proposal was on street from midway down Valentine Place with additional servicing taking place on Webber Street. This was considered unacceptable and following officer advice the applicant is now proposing a semi off-street servicing

bay at the top of Valentine Place adjacent to the proposed new offices. This will require the relocation of motorcycle parking at cost to the applicant and this has been included within the S106 Agreement. The amended servicing location is now considered acceptable.

#### Travel Plan

- 157 The Framework Travel Plan is largely acceptable and should be secured in the Legal Agreement. The Applicant states that the main target of the travel plan will be to encourage cycling and achieve the cycle mode share of 7% of trips for the residential development as indicated in the trip generation analysis. A far higher target for journey to work mode share for the residential aspect of the development will be required as part of the Travel Plan. Initiatives to encourage cycle use should go beyond those included in the draft plan, including annual monitoring, and this should be clarified in the final Travel Plan.

#### Demolition/Construction

- 158 A construction management plan would be conditioned as part of any consent issued. The construction management plan should suitably mitigate and manage the impact of all construction related vehicles on the highway and its users, with particular focus on the protection of pedestrians and cyclist around the site.

#### Conclusion on transport and highways issues

- 159 The proposed development is acceptable as car free and makes good provision for disabled car parking, and will provide a satisfactory level of cycle parking. Servicing has been resolved and is now considered acceptable whilst a Service Management Plan and Construction Management Plan should be secured by condition along with details of cycle parking and refuse storage.

#### **Flood risk**

- 160 The site is located within Flood Zone 3 which is considered to be an area of high risk of flooding due to the proximity of the tidal River Thames. However the site is protected by the Thames Barrier and related defences. The Environment Agency were consulted on the application and they have advised that they would have no objection to the proposal subject to the attachment of conditions in relation to contamination, foundation design and surface water drainage (SUDS).

#### **Archaeology**

- 161 The site is not located in an archaeological priority zone, however recent work in the immediate area of the site at 109-115 Blackfriars Road has revealed finds of Anglo-Saxon pottery. Finds of this period within Southwark are rare and worthy of further investigation. It is therefore recommended that a programme of archaeological evaluation works is undertaken on site and depending upon the results of these works further archaeological work may be necessary. It is also considered prudent to apply a condition in order to manage impacts from foundations. The historic buildings at 3-5, 17-19 Valentine Place and 21 Webber Street should be subject to a programme of building recording with further conditions being applied to secure the reporting on the archaeological works and building recording.

#### **Impact on trees**

- 162 The Urban Forester has been consulted on the proposed development and welcomes the introduction of street greening and the provision of the landscaped courtyard. It is recommended that tree planting and landscaping be secured by way of a planning condition to ensure a high quality, comprehensive hard a soft landscaping scheme. Existing street trees on Webber Street will also need to be protected during

construction works and this can also be secured by condition.

### Planning obligations (S.106 undertaking or agreement)

- 163 Saved Policy 2.5 of the Southwark Plan and Policy 8.2 of the London Plan advise that planning obligations can be secured to overcome the negative impacts of a generally acceptable proposal. Saved Policy 2.5 of the Southwark Plan is reinforced by the Supplementary Planning Document (SPD) on Section 106 Planning Obligations, (which sets out in detail the type of development that qualifies for planning obligations), and Circular 05/05, which advises that every planning application will be judged on its own merits against relevant policy, guidance and other material considerations when assessing planning obligations. Strategic Policy 14 - Implementation and delivery of the Core Strategy states that planning obligations will be sought to reduce or mitigate the impact of developments.
- 164 The Community Infrastructure Levy Regulations came into force on 6th April 2010. The regulations state under 122 - "Limitation on use of planning obligations" that it is unlawful for a planning obligation to be taken into account when determining a planning application for a development, or any part of a development, that is capable of being charged CIL if the obligation does not meet all of the following tests:
- necessary to make the development acceptable in planning terms;
  - directly related to the development; and
  - fairly and reasonably related in scale and kind to the development.
- 165 The applicant has submitted a proposed Heads of Terms based on the Council's Planning Obligations SPD. The following table sets out the contributions payable based on the Section 106 Planning Obligations SPD and what the applicant has proposed to offer.

Topic/Obligation	Toolkit requirement (£)	Applicants contribution (£)
Education	136,922	136,922
Employment in the development	43,111	43,111
Employment during construction	95,746	95,746
Archaeology	5,471	5,471
Employment d/c management fee	7,250	7,250
Public open space	50,936	50,936
Children's play equipment	11,050	11,050
Sports development	124,298	124,298
Transport (strategic)	80,957	80,957
Transport (site specific)	74,860	74,860
Public realm	90,360	90,360
Health	72,301	72,301
Community facilities	25,647	25,647
Admin charge	16,378	16,378
Total	835,287	835,287

- 167 In addition to the terms set out above, the legal agreement would also secure the following:
- Affordable housing provision in the form of 13 affordable rent units, six shared ownership units and an in lieu payment of £500,000.
  - Travel plans for both the residential and commercial elements;
  - Car club membership for three years;

- Relocation of motorcycle parking on Valentine Place at cost to the applicant which is estimated at £3,000 (to be included in a S.278 Agreement);
- Review mechanisms in case of a delayed commencement to secure an increased proportion of affordable housing if viability has improved.

- 168 In addition to the contributions outlined above a further financial contribution of £63,157 is sought on behalf of TfL towards the Blackfriars Road Improvement Project. This has been agreed by the applicant
- 169 It is considered that the planning obligations sought meet the planning tests of Circular 05/05 and the CIL regulations. The contributions would be spent on delivering new school places as a result of the development, job creation during construction and in the final development, improvements to open spaces and sports facilities, improvements to transport provision, improvements to the public realm, new health facilities and improvements to community facilities. The affordable housing will also be secured by S106 Agreement.
- 170 In accordance with the recommendation, if the Section 106 Agreement is not signed by 30th September 2014, the Head of Development Management is authorised to refuse planning permission, if appropriate, for the reason below:
- 171 'In the absence of a signed Section 106 Agreement, there is no mechanism in place to avoid or mitigate the impact of the proposed development on affordable housing, public realm, public open space, sports facilities, education, health, affordable housing, the transport network, community facilities and employment and the proposal would therefore be contrary to Saved Policy 2.5 'Planning Obligations' of the Southwark Plan and Policy 14 - 'Implementation and delivery' of the Southwark Core Strategy, the Southwark Supplementary Planning Document 'Section 106 Planning Obligations' 2007, and Policy 8.2 Planning obligations of the London Plan 2011.'

#### Mayoral Community Infrastructure Levy

- 172 The Mayor's CIL came into effect in April 2012 and apply a financial levy against all developments which will go towards the delivery of Crossrail. The levy is not discretionary and must be applied to all developments at a rate of £35 per square metre in Central London and will be prioritised over all other planning obligations.
- 173 The total amount of new floorspace being created by the development equates to 6,478sqm which would result in a CIL charge of £226,730.

#### **Sustainable development implications**

- 174 The energy statement demonstrates how the energy hierarchy has been applied to the proposed development in order to achieve the carbon reduction targets set out in Strategic Policy 13 of the Core Strategy and the London Plan. The Core Strategy and the London Plan also state that there is a presumption that all major development proposals will seek to reduce carbon dioxide emissions by at least 20% through the use of on-site renewable energy generation wherever feasible. In addition, the London Plan expects developments to achieve a reduction in carbon dioxide emissions of 25%. Strategy Policy 13 also requires developments to achieve a minimum Code for Sustainable Homes standard of 'Level 4' and a BREEAM standard of 'Excellent'.
- 175 *Energy efficiency*  
A range of passive design features and demand reduction measures are proposed to reduce the carbon dioxide emissions of the proposed development. These include air permeability, high efficiency lighting, improved specific fan power, improved thermal bridging details and mechanical ventilation with heat recovery. This should achieve a 26.2% improvement on Part L which meets the requirements of the Sustainable

## Design and Construction SPD.

176 *Renewable energy*

The applicant is proposing the use of Air Source Heat Pumps in the form of a number of external modular units located on the roof of each block which will be similar in appearance to air conditioning units. ASHP have been proposed due to the carbon saving they offer and the renewable energy contribution that can be made. The total heat energy delivered by air source heat pumps is considered renewable energy once the electrical energy consumed by the heat pumps is taken into account. Expressed as a percentage, the ASHP provide a 46% on-site renewable contribution.

*Code for Sustainable Homes and BREEAM*

- 177 The development expects to achieve a code level 4 rating, which meets the minimum standard. A BREEAM 'excellent' rating will be required of the commercial space and both ratings will be secured by way of planning condition.

**Conclusion on planning issues**

- 178 The proposed scheme would have a positive impact on the Valentine Place conservation area, retaining a key facade to the Maltina bakery, and providing new buildings which respect the scale and character of the area. It will bring an underused site into beneficial use, with a mixed use development.
- 179 The redevelopment of the site is supported and welcomed in principle. The inclusion of housing on the site is also accepted, and would be in line with policy aspirations to increase the number of new housing units in the area.
- 180 The reduction of office floorspace is also considered acceptable on balance, owing to the high quality of the replacement floorspace and the increase in job creation that would result balanced against the relatively minor shortfall in re-provision.
- 181 The development would result in high quality accommodation with an excellent standard of design. It is noted that several units do not benefit from private amenity space and this is to a large extent a result of the retention of the historic facade of the Maltina Bakery building and as such is acceptable on balance.
- 182 The amenity impacts to adjacent occupiers in terms of outlook and loss of daylight/sunlight are considered to be relatively minor in the context of the development and the site location within central London and are, on balance, considered acceptable.
- 183 The loss of the majority of the buildings on the site is considered acceptable on balance due to the retention of the Maltina Bakery facade which is the key element of historic interest and the high standard of design being proposed which is considered to protect and enhance the character and setting of the conservation area.
- 184 The proposed level of affordable housing of 28%, comprising 26% on-site and a further 2% via an in lieu payment is considered acceptable on balance due to the high existing use value and the requirement to provide a modest scheme to respect the local townscape and heritage setting which has affected the viability of the scheme. The viability information has been carefully assessed and it is concluded that this is the maximum the development could reasonably support whilst remaining deliverable.
- 185 It is therefore recommended that permission be granted, subject to conditions as set out in the attached draft decision notice, completion of a S106 agreement on terms as set out above.



### Community impact statement

186 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) There are no issues relevant to particular communities/groups.

c) There are no likely adverse or less good implications for any particular communities/groups.

### Consultations

187 Details of consultation and any re-consultation undertaken in respect of this application are set out in Appendix 1.

### Consultation replies

188 Details of consultation responses received are set out in Appendix 2.

#### Summary of consultation responses

189 Following public consultation, 19 letters/emails of objection have been received, the main points of which have been summarised and addressed below;

190 Objection - Retail outlets will cause disturbance due to noise and disruption in the early morning/late evening.

**Response** - The retail outlets are fairly small in size and operating hours will be controlled by way of condition in order to ensure there will be no undue level of disturbance.

191 Objection - The application fails to comply with National/Local policies regarding heritage and conservation areas as almost 50% of the buildings on site will be demolished with the exception of the facade of the Maltina Bakery building. Its disappointing that no options are presented for the retention, repair and refurbishment of the Maltina Bakery building as a whole or retention/repair of the Victorian Facade at 3-5 Valentine Place. This is in direct conflict with the NPPF Section 12, The Southwark Plan 2007 and the Valentine Place Conservation Area Appraisal (2012).

**Response** - None of the buildings on site are listed and as such the interiors do not form part of the heritage designation of the conservation area which is based solely on external appearance and character. The applicants are retaining the key historic facade of the Maltina Bakery and retaining the internal staircase which is a positive aspect of the development.

192 Objection - The demolition of 50% of the Conservation Area disregards expert opinion on the townscape value and local support for its retention.

**Response** - The proposal compliments its historic setting and enhances the setting of the Valentine Place Conservation Area. The retention of the key historic facade at the Maltina Baker is a positive aspect of the scheme and the loss of the remaining buildings, which will be fully demolished, is not considered to have a detrimental impact on the Conservation Area, the character of which will be both protected and enhanced by the proposed development.

- 193 **Objection** - The planning application fails to make the case for the demolition of the Maltina Bakery building in all but its facade and the survey undertaken may not be impartial. Furthermore, there is value in the internal fabric of the building beyond the facade even though this has been altered in the past. There is particular value in the chimney, roof extension and contribution to the townscapes industrial heritage.  
**Response** - As detailed above, none of the buildings on site are listed and as such the interiors do not form part of the heritage designation of the conservation area which is based solely on external appearance and character. The applicants are retaining the key historic facade of the Maltina Bakery and retaining one internal staircase which is a positive aspect of the development. The architectural expression of the proposed development is both robust and confident and reflects the historic context of this important site, retaining the key historic facade and heights which are appropriate to the context and not overbearing on the townscape.
- 194 **Objection** - The building has been used as a bakery, printworks and individual office space in the past and is clearly still considered to be of a suitable standard to allow people to work in it therefore the current owners should present options for refurbishment and retention of the interior.  
**Response** - The heritage value of this site is focused on the external appearance of the buildings within the conservation area including their character and setting. The key historic fabric is the facade of the Maltina Bakery building which is being retained along with the internal staircase. The remaining internal features are limited and do not form part of the character or setting of the conservation area and as such their loss is not considered to have any demonstrable impact on the heritage asset.
- 195 **Objection** - Successive owners have failed to take care of the building in an acceptable manner, including the current owners who failed to notify emergency gas workers that they were working alongside a building of note in a conservation area leading to damage of the faience facade by rubble. Given that the building is within a Conservation Area and that the NPPF states that the deteriorated state of a heritage asset should not be taken into account where there is evidence of deliberate neglect or damage, it is reasonable to expect the applicant to present an alternative case for retention of the interior.  
**Response** - The building is not listed and the interior is not considered to form part of the heritage value of the Conservation Area which is based on the character and setting of the buildings within the conservation area based on their use and external appearance. The inefficient layout and arrangement of the interior does not lend itself to modern office usage. The proposed scheme will rationalise the floorspace and layout whilst retaining the facade of the Maltina Bakery and providing new homes in a well designed building that is appropriate to its local context in terms of its design.
- 196 **Objection** - The applicants purchased the building in the 1990's when prices were very low compared to today and as such don't have a land cost as part of their application. It is therefore entirely reasonable to expect the applicant to come forward with a scheme that does more than retain the facade of the Maltina bakery. The Financial Viability Assessment submitted with the application has not been made available for consultees and this has created an obstacle for their being able to assess the potential for expecting the applicants to present an alternative financial case based on retention and restoration of the entire Maltina building.  
**Response** - Whilst it would be a positive aspect of the development for the applicant to retain the buildings on site, they are not listed and are inefficient in terms of layout and internal organisation. The Viability Assessment that has been submitted is relevant to the provision of affordable housing as opposed to the retention of the interiors.
- 197 **Objection** - The application fails to make the case for the demolition of the Victorian

Facade of 3-5 Valentine Place with very little research completed which contradicts the requirements of NPPF Section 12.

**Response** - Its status as a designated heritage asset is established in the NPPF and since there is little of historic interest beyond the facades, which are to be retained, the proposal involves less than substantial harm and can be considered under the requirements of paragraph 134 of the NPPF which states: "Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use."

- 198 **Objection** - The proposed buildings are too high, will have a series of negative effects on the Conservation Area and are in direct conflict with the Conservation Area Appraisal and consultation responses which states that new development heights should range between 2-4 storeys, respect adjacent building heights, maintain roof lines of heritage assets (warehouses and industrial buildings within the CA) and chimney stacks and pots should be retained. Furthermore, 23 questionnaire respondents stated that it was important to respect the scale and context of the locality.

**Response** - The highest part of the proposal is the office building on Valentine Place. In its architectural design it reflects the character of the conservation area. The result is a highly modulated robustly detailed modern re-interpretation of the existing warehouse buildings on Valentine Place. The heights are considered appropriate to their location and local context. The loss of the chimney is not considered detrimental to the character or setting of the Valentine Place Conservation Area.

- 199 **Objection** - There will be a loss of light beyond BRE guidelines at Quentin House which the applicants seek to attribute to their being recessed balconies above the affected rooms which is clearly an unreasonable claim. there would also be an impact on Bridgehouse Court in terms of daylight and sunlight (VSC).

**Response** - The results of the daylight assessment do reveal that there would be a number of rooms within Bridgehouse Court that would not meet the relevant daylighting standards of the BRE in terms of VSC. In this case it has been demonstrated by the 'mirror test' that Bridgehouse Court will continue to achieve adequate levels of daylight in relation to its scale and position relevant to the development site. Additionally the NSL and ADF tests illustrate that the BRE standards will be met for these criteria showing that adequate lighting will be achieved in relation to the highly urbanised location where there should also be some acknowledgement that the site is in an Opportunity Area within a Central London location and accordingly the standards should be applied with some degree of flexibility. On balance, the impact on daylight to adjoining residents is considered acceptable.

- 200 **Objection** - The applicants have disregarded the importance of the real perimeter of the conservation area and are proposing heights that are well in excess of all other existing heights along the northern perimeter and this will alter the whole setting of the conservation area.

**Response** - The highest part of the site is the office building close to 'One Valentine Place' and as such is contextually appropriate to the immediate locality. The buildings then step down along Valentine Place to the lower heights at the Malta Bakery and Webber Street. This is an appropriate response to the heights within the conservation area and its character/setting.

- 201 **Objection** - The whole shape of the Conservation Area will be dramatically altered along with views into it from Webber Row, Webber Street, Blackfriars Road, Gray Street and Valentine Place including the removal of sunlight to the facade of 2-10 Valentine Place and a removal of long established aerial views.

**Response** - There is no entitlement to a view over a third parties land and the

perimeter arrangement of the proposed block reflects the current situation and as such is not considered to alter the shape of the conservation area.

- 202 **Objection** - Building onto the Maltina Bakery will cause irreparable damage to its current integrity as a heritage asset and will negatively impact on noteworthy views of the building from Webber Street. The alterations will unbalance and degrade the building and harms the setting of the Conservation Area.  
**Response** - The proposal is considered to be a well thought out and sensitive addition to the Maltina Baker building which will be retained as an important heritage asset. The proposed additions are considered to be a contextually appropriate response to the building.
- 203 **Objection** - The proposed building heights will create a wind tunnel effect and a gloomy passageway down Valentine Place.  
**Response** - The heights of the proposed buildings are not considered excessive to the level that they would have micro-climate impacts such as excessive wind speeds at street level and the pattern of development reflects the historic character of the area.
- 204 **Objection** - The proposed level of affordable housing is significantly below the required policy levels.  
**Response** - As it stands, the current affordable housing offer of 26% on-site and a further 2% in lieu is considered acceptable. Potentially more affordable housing could be delivered on this site if there was a greater quantum of development overall, however due to the heritage setting of the application site and the requirement to limit heights to respect the local townscape, a modest scheme such as this would be considered the preferable option in order to sufficiently balance the benefits of bringing a mixed use scheme forward against the impacts on the Valentine Place Conservation Area. This, together with the high existing use value, has resulted in a scheme with a lower level of affordable housing that is considered acceptable on balance.
- 205 **Objection** - All of the buildings except 27-31 Webber Street contribute to the group value of the Conservation Area which was established to preserve a small section of Southwarks Victorian and Edwardian heritage which will be demolished and disfigured by the proposals.  
**Response** - Whilst the group of buildings contribute to the Conservation Area the most significant heritage asset is the Maltina Bakery building which will be retained. The remaining buildings that will be demolished, whilst pleasant, are not as integral to the character or setting of the Valentine Place Conservation Area.
- 206 **Objection** - The Maltina Bakery building is rich in architecture and also identifies the social history of the area, its loss will have a negative impact and shows laziness and lack of imagination.  
**Response** - The Maltina Bakery building, along with the internal staircase, is being retained and as such will protect the character of the Conservation Area.
- 207 **Objection** - The proposed development will result in a loss of privacy, loss of outlook and loss of daylight and sunlight to Bridgehouse Court all as a result of the height and proximity of the proposed development.  
**Response** - The issues with daylight and sunlight have been covered above in paragraphs 114-137. It is noted that the proposed terraced dwellings on Valentine Row lie well within 12m of the main facade of the dwellings at Bridgehouse Court, going from 8m separation at the widest point down to 4m at the shortest. The ground floor of Bridgehouse Court is in use as car parking and as such there will be no impact on overlooking from the ground floor of the terraced dwellings on Valentine Row where the principle accommodation is located on the rear facing facade. The first floor of the terraced dwellings accommodate bedrooms on the front facing facade with the

second floor accommodating bathrooms with obscure glazing which will ensure the privacy of both the occupiers of Bridgehouse Court and the future residents of Valentine Row. Given the historic street pattern that is being retained and the positioning of the principle accommodation on the rear facades, the shorter separation distance is considered acceptable in this instance.

- 208 **Objection** - There is no coherent strategy for the design of the public spaces and the impact of the development during construction will be detrimental to the road, kerbs and pavements. Furthermore the creation of a gated community is a missed opportunity to create improved connections/ground level public experience.

**Response** - The Metropolitan Police support the restriction on the use of the communal courtyard to residents only and this is acceptable on a small site such as this. In terms of the public spaces, materials will be secured by way of condition to ensure a cohesive, high quality finish.

- 209 **Objection** - The proposal will result in a loss of business use with a change in the character and quantum of business use with a move away from creative manufacturing in favour of enterprise which could also have an impact on the conservation area.

**Response** - The character of the conservation area will not be detrimentally affected by the re-provision of B Class floorspace or the introduction of small scale retail. Residential use is already an established part of the character of the conservation area. The reduction in employment floorspace is considered minimal and the improved quality of office accommodation will make the site more efficient in terms of the level of employment.

- 210 **Objection** - Commercial activity at ground floor on Valentine Place will be lost in favour of residential units which does not reflect the historic activities of the area.

**Response** - There is very little commercial activity on the frontages of Valentine Place and the proposal is considered to be an improvement in terms of active frontage and animation.

- 211 **Objection** - The proposals could improve social sustainability by accommodating a range of tenures including live work.

**Response** - The proposal is mixed use with retail, office and residential and as such is considered to be a positive contribution in terms of social sustainability.

- 212 **Objection** - Its unusual for a Conservation Area to consist of such a high proportion of building in the same ownership and developed by the same architect and the development team must prove that the Conservation Area will be enhanced by, and not detrimentally affected by their proposals.

**Response** - Ownership of the application buildings is not a planning consideration. The planning department are duty bound to determine the application as submitted which is considered to be of a very high standard both in terms of design and accommodation. Further details will be secured by way of planning conditions to ensure a high quality finish.

- 213 **Objection** - Allocating future residents with parking permits will make parking almost impossible and the existing permit hours should be extended as out of hours parking will be made even worse with 60 new properties.

**Response** - Future occupiers will be exempted from obtaining parking permits. There are no plans to extend the current levels of restriction.

- 214 **Objection** - The proposed uncovered balconies on Webber Street and Valentine Place will result in severe noise disruption.

**Response** - The use of balconies is not considered to be a risk in terms of noise and disturbance. Many existing properties in the area have street-facing balconies.



- 215 **Objection** - The Consultation exercise is inadequate, being carried out over Christmas which has affected the ability of some residents to respond.  
**Response** - The original letters sent out for consultation on the 6th December specifically detailed that the consultation period would be open until the 10th of January, resulting in a consultation period of five weeks. As always the Council continued to accept letters of objection beyond the consultation period.
- 216 **Objection** - The proposal should include a higher proportion of residential accommodation to office space and given the housing targets perhaps it should be entirely residential.  
**Response** - The level of residential accommodation being proposed is considered to be appropriate to the site and its context.
- 217 **Objection** - Occupiers on all levels of Quentin House will experience a loss of daylight and sunlight.  
**Response** - The VSC results for Quentin House demonstrate that all but two of the windows assessed at ground and first floor will meet the minimum requirements of the BRE. The two windows that do not meet the minimum BRE guidelines are on the ground floor and are situated under recessed balconies with a reduction of 22% which is just above the BRE recommended limit of a 20% reduction. The BRE guidelines note that if the VSC reduction without the balconies in place is less than 20% then it is the balcony as opposed to potential development obstructions that is the reason for the larger reduction. In this case the assessment to the windows without the balconies in place show a reduction of less than 20% VSC indicating that the balconies are the reason for the reduced VSC. In terms of the No Sky Line assessment, two of the 28 rooms surveyed would fail to meet the guidelines however these rooms will have adequate VSC to ensure sufficient daylight. As such 89% of the rooms at Quentin House are compliant in NSL.
- 218 **Objection** - The proposals fail to comply with the planning policy on density with substantial space given to terraces which will impact on privacy.  
**Response** - The proposed density is 1044 habitable rooms per hectare and lies within the policy range limit of 1100 habitable rooms per hectare.
- 219 **Objection** - Traditional materials and features should be re-used/retained where possible. The top storey is not in keeping with the area and the proposed materials of the top floor are unacceptable in colour and form.  
**Response** - Materials will be secured by way of a planning condition.
- 220 **Objection** - The implementation of the works will cause disturbance and disruption to residents and detailed plans should be required to show how this will be managed and minimised.  
**Response** - All development in urban areas has an inevitable and unavoidable level of disruption. The proposed construction hours will be in line with Southwarks standards and a Construction Management Plan will be secure by way of a condition to minimise disruption to residents.
- 221 **Objection** - Despite a considerable increase in density on the site, the proposals show a reduction of B1 commercial floorspace from 4501 sqm NIA (net internal area) to 2658 sq m NIA. The B1 space is confined to the northern part of the site and the historic commercial usage along the eastern part of Valentine Place, along Webber Street and Valentine Row will be lost.  
**Response** - The existing total B class floorspace equates to 4225.8sqm GIA with a proposed re-provision of 3853.6sqm GIA of B1 space resulting in a shortfall of 372.2sqm of B1 floorspace. The existing floorspace is inefficient in terms of layout and when comparing the existing usable area (2790.8sqm NIA) with the proposed re-

provision (2791.3sqm NIA including the A1-A3 floorspace) the overall re-provision of B1 and A1-A3 floorspace is considered comparable to the existing situation with a difference of 0.5sqm. There is very little active commercial frontage on Valentine Place/Webber Street and the proposal will introduce more active frontage both from the office accommodation and the small scale retail.

222 **Objection** - Only 35% of the available frontage will be commercial which will represent a reversion of the spirit of the Conservation Area and the ambitions of the Waterloo Quarter Business Improvement District which aims to encourage active commercial frontages in existing commercial areas.

**Response** - The level of active commercial frontage will be an improvement on the existing situation and is considered a positive aspect of the scheme.

223 **Objection** – The loss of the historic buildings and the loss of the industrial/commercial use on the site will fail to preserve or enhances the special interest or historic character of the Conservation Area.

**Response** - The proposal compliments its historic setting and enhances the setting of the Valentine Place Conservation Area. The retention of the key historic facade at the Maltina Baker is a positive aspect of the scheme and the loss of the remaining buildings, which will be fully demolished, is not considered to have a detrimental impact on the Conservation Area, the character of which will be both protected and enhanced by the proposed development. the proposed buildings are well designed and respond to the warehouse nature of the existing buildings on site and the nature of the surrounding area.

224 **Objection** - 3-5 Valentine Place is to be demolished in its entirety losing the historic saw-toothed roof profile. The old bakery at will remain only as a façade with residential use behind. This will negatively affect the Conservation Area.

**Response** - Its status as a designated heritage asset is established in the NPPF and its loss would be considered as 'substantial harm'. In this case, given that there is little of historic interest beyond the facades which are to be retained, the proposal involves less than substantial harm and can be considered under the requirements of paragraph 134 of the NPPF which states: "Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use."

225 **Objection** – The proposed buildings are too high at 5-7 storeys. The district has a clearly defined urban model: the main arteries of Waterloo Road and Blackfriars Road are fronted with tall facades with buildings of lesser height defining the buildings behind. The Conservation Area is already dense, but the current proposals constitute an over development of the site.

**Response** - The scale of the buildings, at 3-7 storeys, in considered appropriate and make efficient use of the site.

226 **Objection** - There are no proposals to improve public realm apart from a small area of open space between 7 storey buildings to the east. No improvements to the green infrastructure have been proposed and there is no detail of landscaping within the gated development.

**Response** - Landscaping details will be secured by condition and public realm improvements include the planting of street trees and re-paving of Valentine Passage as well as a financial contribution towards the Blackfriars Road Public Realm Improvement.

227 In addition to the above neighbour responses, comments were received from internal, statutory and non-statutory consultees and these are summarised in Appendix 2.

**Human rights implications**

- 228 This planning application engages certain human rights under the Human Rights Act 2008 (the HRA). The HRA prohibits unlawful interference by public bodies with conventions rights. The term 'engage' simply means that human rights may be affected or relevant.
- 229 This application has the legitimate aim of providing commercial and residential accommodation. The rights potentially engaged by this application, including the right to a fair trial and the right to respect for private and family life are not considered to be unlawfully interfered with by this proposal.

**SUPPLEMENTARY ADVICE FROM OTHER OFFICERS**

- 230 N/A

**BACKGROUND DOCUMENTS**

<b>Background Papers</b>	<b>Held At</b>	<b>Contact</b>
Site history file: TP/1390-102  Application file: 13/AP/3791  Southwark Local Development Framework and Development Plan Documents	Chief executive's department 160 Tooley Street London SE1 2QH	Planning enquiries telephone: 020 7525 5403 Planning enquiries email: planning.enquiries@southwark.gov.uk Case officer telephone: 020 7525 5365 Council website: www.southwark.gov.uk

**APPENDICES**

<b>No.</b>	<b>Title</b>
<b>Appendix 1</b>	Consultation undertaken
<b>Appendix 2</b>	Consultation responses received
<b>Appendix 3</b>	Recommendation

**AUDIT TRAIL**

<b>Lead Officer</b>	Gary Rice, Head of Development Management	
<b>Report Author</b>	Terence McLellan	
<b>Version</b>	Final	
<b>Dated</b>	19 July 2014	
<b>Key Decision</b>	No	
<b>CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER</b>		
<b>Officer Title</b>	<b>Comments Sought</b>	<b>Comments included</b>
Strategic director, finance & corporate services	No	No
Strategic director, environment and leisure	No	No
Strategic director, housing and community services	No	No
Director of regeneration	No	No
<b>Cabinet member</b>	No	
<b>Date final report sent to Constitutional Team</b>	19 June 2014	

**APPENDIX 1****Consultation Undertaken****Site notice date:** 20/12/2013**Press notice date:** 05/12/2013**Case officer site visit date:** 20/12/2013**Neighbour consultation letters sent:** 06/12/2013**Internal services consulted:**

Archaeology  
 Design and Conservation  
 Environmental Protection  
 Planning Policy  
 Transport

**Statutory and non-statutory organisations consulted:**

Conservation Area Advisory Group  
 English Heritage  
 Environment Agency  
 London Borough of Lambeth  
 Metropolitan Police  
 Thames Water  
 Transport for London

**Neighbours and local groups consulted:**

06/12/2013	FLATS 1-28 BRIDGEHOUSE COURT BLACKFRIARS ROAD LONDON SE1 8HW
06/12/2013	27-31 WEBBER STREET LONDON SE1 8QW
06/12/2013	FLATS 37-53 QUENTIN HOUSE CHAPLIN CLOSE LONDON SE1 8UZ
06/12/2013	FLAT 9 QUENTIN HOUSE GRAY STREET LONDON SE1 8UY
06/12/2013	39 WEBBER STREET LONDON SE1 8QW
06/12/2013	37 WEBBER STREET LONDON SE1 8QW
06/12/2013	BLOCK R FLATS 1-11 PEABODY SQUARE BLACKFRIARS ROAD LONDON SE1 8JF
06/12/2013	BLOCK Q FLAT 1 PEABODY SQUARE BLACKFRIARS ROAD LONDON SE1 8JE
06/12/2013	BLOCK T FLATS 1-14 PEABODY SQUARE BLACKFRIARS ROAD LONDON SE1 8HS
06/12/2013	21 WEBBER STREET LONDON SE1 8QW
06/12/2013	19 VALENTINE PLACE LONDON SE1 8QH
06/12/2013	FRIDEN HOUSE 96-101 BLACKFRIARS ROAD LONDON SE1 8HW
06/12/2013	UNIT 5 109-115 BLACKFRIARS ROAD LONDON SE1 8JS
06/12/2013	FIRST FLOOR 1-7 BOUNDARY ROW LONDON SE1 8HP
06/12/2013	3-7 VALENTINE PLACE LONDON SE1 8QH
06/12/2013	FIRST FLOOR 6-10 VALENTINE PLACE LONDON SE1 8QH
06/12/2013	GROUND FLOOR 6-10 VALENTINE PLACE LONDON SE1 8QH
06/12/2013	SECOND FLOOR 4 VALENTINE PLACE LONDON SE1 8QH
06/12/2013	FIRST FLOOR 2 VALENTINE PLACE LONDON SE1 8QH
06/12/2013	BASEMENT AND GROUND FLOOR 2 VALENTINE PLACE LONDON SE1 8QH
06/12/2013	8 BOUNDARY ROW LONDON SE1 8HP
06/12/2013	SECOND FLOOR 2 VALENTINE PLACE LONDON SE1 8QH
06/12/2013	BASEMENT TO FIRST FLOORS 4 VALENTINE PLACE LONDON SE1 8RB
06/12/2013	ATTIC 2 VALENTINE PLACE LONDON SE1 8QH
06/12/2013	THIRD FLOOR 2 VALENTINE PLACE LONDON SE1 8QH
06/12/2013	BLOCK S FLATS 1-12 PEABODY SQUARE BLACKFRIARS ROAD LONDON SE1 8HT
06/12/2013	BLOCK Q FLATS 2-11 PEABODY SQUARE BLACKFRIARS ROAD LONDON SE1 8JE
06/12/2013	105 BLACKFRIARS ROAD LONDON SE1 8HW
06/12/2013	LOWER GROUND FLOOR 1-7 BOUNDARY ROW LONDON SE1 8HP



06/12/2013 GROUND FLOOR 1-7 BOUNDARY ROW LONDON SE1 8HP  
 06/12/2013 1 VALENTINE PLACE LONDON SE1 8QH  
 06/12/2013 10 WEBBER ROW LONDON SE1 8QP  
 06/12/2013 THE CROWN 108 BLACKFRIARS ROAD LONDON SE1 8HW  
 06/12/2013 APARTMENTS 1- 9 46 WEBBER STREET LONDON SE1 8QW  
 06/12/2013 30 WEBBER ROW LONDON SE1 8QP  
 06/12/2013 28 WEBBER ROW LONDON SE1 8QP  
 06/12/2013 26 WEBBER ROW LONDON SE1 8QP  
 06/12/2013 32 WEBBER ROW LONDON SE1 8QP  
 06/12/2013 38 WEBBER ROW LONDON SE1 8QP  
 06/12/2013 36 WEBBER ROW LONDON SE1 8QP  
 06/12/2013 34 WEBBER ROW LONDON SE1 8QP  
 06/12/2013 24 WEBBER ROW LONDON SE1 8QP  
 06/12/2013 16 WEBBER ROW LONDON SE1 8QP  
 06/12/2013 14 WEBBER ROW LONDON SE1 8QP  
 06/12/2013 12 WEBBER ROW LONDON SE1 8QP  
 06/12/2013 18 WEBBER ROW LONDON SE1 8QP  
 06/12/2013 22 WEBBER ROW LONDON SE1 8QP  
 06/12/2013 20 WEBBER ROW LONDON SE1 8QP  
 06/12/2013 2 WEBBER ROW LONDON SE1 8QP  
 06/12/2013 FLATS1- 6, 6 BARONS PLACE LONDON SE1 8XB  
 06/12/2013 2 PONTYPOOL PLACE LONDON SE1 8QF  
 06/12/2013 FLAT 5D QUENTIN HOUSE GRAY STREET LONDON SE1 8UY  
 06/12/2013 SECOND FLOOR 1-7 BOUNDARY ROW LONDON SE1 8HP  
 06/12/2013 UNIT 1 AND UNIT 2 109-115 BLACKFRIARS ROAD LONDON SE1 8HW  
 06/12/2013 UNIT 3 109-115 BLACKFRIARS ROAD LONDON SE1 8HW  
 06/12/2013 21 VALENTINE PLACE LONDON SE1 8QH  
 06/12/2013 LIVING ACCOMMODATION 108 BLACKFRIARS ROAD LONDON SE1 8HW  
 06/12/2013 GROUND FLOOR AND FIRST FLOOR 12-12A VALENTINE PLACE LONDON SE1 8QH  
 06/12/2013 THIRD FLOOR 4 VALENTINE PLACE LONDON SE1 8QH  
 06/12/2013 BLOCK S GROUND FLOOR OFFICE PEABODY SQUARE BLACKFRIARS ROAD LONDON SE1 8HU  
 06/12/2013 UNIT 4 109-115 BLACKFRIARS ROAD LONDON SE1 8HW  
 06/12/2013 TENANTS HALL OVERY HOUSE WEBBER ROW ESTATE WEBBER ROW LONDON SE1 8QX  
 06/12/2013 4 WEBBER ROW LONDON SE1 8QP  
 06/12/2013 FLATS 10-36 QUENTIN HOUSE GRAY STREET LONDON SE1 8UY  
 06/12/2013 FLATS 1-25 OVERY HOUSE WEBBER ROW ESTATE WEBBER ROW LONDON SE1 8QX  
 06/12/2013 CENTRE FOR LANGUAGE IN PRIMARY EDUCATION WEBBER STREET LONDON SE1 8QW  
 06/12/2013 44 WEBBER ROW LONDON SE1 8QP  
 06/12/2013 42 WEBBER ROW LONDON SE1 8QP  
 06/12/2013 40 WEBBER ROW LONDON SE1 8QP  
 06/12/2013 46 WEBBER ROW LONDON SE1 8QP  
 06/12/2013 8 WEBBER ROW LONDON SE1 8QP  
 06/12/2013 6 WEBBER ROW LONDON SE1 8QP  
 06/12/2013 48 WEBBER ROW LONDON SE1 8QP  
 20/06/1837 Flat 6 Trident House 46-48 Webber Street London XXXXX  
 20/06/1837 Flat 3 Trident House 46-48 Webber Street London  
 20/06/1837 Suite 2 45-46 Lower Marsh SE1 7RG  
 20/06/1837 Flat 9 Trident House 46-48 Webber Street SE1 8QW  
 20/06/1837 28 Gladstone Street London SE1 6EY

### Re-consultation:

Not required.

## Consultation Responses Received

### Internal services

#### Archaeology

The site is not located in an archaeological priority zone, however recent work in the immediate area of the site at 109-115 Blackfriars Road has revealed finds of Anglo-Saxon pottery. Finds of this period within Southwark are rare and worthy of further investigation. It is therefore recommended that a programme of archaeological evaluation works is undertaken on site. Depending upon the results of these works further archaeological work may be necessary. To manage impacts from foundations these should be conditioned as well. The historic buildings - 3-5 and 19-19 Valentine Place and 21 Webber Street should be subject to a programme of building recording. Conditions should also be applied to secure the reporting on the archaeological works and building recording.

Response - Noted and agreed. The relevant conditions will be imposed on any consent issued.

#### Urban Forester

The welcome introduction of street trees on Valentine Place needs to be made subject to a condition and existing trees on Webber Street need to be protected during works.

Response - Noted and agreed, the relevant conditions will be attached to any consent issued. Tree planting would need the further agreement of the Highway Authority.

#### Environmental Protection

No objection subject to conditions regarding noise, land contamination and a Construction Management Plan.

Response - Noted and agreed, the relevant conditions will be attached to any consent issued.

#### Transport

Details of cycle and refuse storage should be reserved by condition. On street servicing is unacceptable.

Response - Cycle and refuse storage is acceptable in principle as proposed however the detail will be secured by condition. The initial servicing proposal was on street from midway down Valentine Place with additional servicing taking place on Webber Street. This was considered unacceptable and following officer advice the applicant is not proposing a semi off-street servicing bay at the top of Valentine Place adjacent to the proposed new offices. This will require the relocation of motorcycle parking at cost to the applicant and this has been included within the S106 Agreement. The amended servicing location is now considered acceptable.

### Statutory and non-statutory organisations

#### Conservation Area Advisory Group

A good proposal, sensitively designed. A contemporary design that is still referencing the context with its warehouse typology and materials. There is appropriate scale and interest in the landscaping. It is noted that some internal features are being retained which is good.

Response - Noted.

#### English Heritage

Do not wish to comment in detail. A summary of the response is provided below;

- The proposed buildings would transform completely the character of the conservation area and they would grow significantly in height, over seven storeys in

- places dominated by contemporary commercial architecture;
- efforts have been made to give the new buildings a variety of character including the retention of the most historically significant facade left on this city block;
- the design still appears non-area-specific with limited concessions to the historic character of the area;
- the proposed development is not sympathetic in its scale, design or details by virtue of the extent of change proposed (and the assertive nature of that change) would cause harm to the conservation area;
- were this development approved, it is implausible that the current conservation area would merit its designation due to the height, design and materials proposed;
- the proposed office block would be most damaging and very prominent due to its location, design, materials, excessive height and its visibility from Blackfriars Road;
- traditional design elements could be introduced to the proposed building along with a reduction in height;
- the council should negotiate a more contextually sympathetic scheme.

Response - Officers consider that the proposal compliments its historic setting and enhances the setting of the Valentine Place Conservation Area. It distributes height and massing across the site appropriately with active frontages, a significantly improved permeability across the site and an appropriate hierarchy of public space. The scheme proposes an appropriate and restrained palette of materials that respects the character, appearance and the setting of this important conservation area.

#### Environment Agency

No objections subject to conditions regarding contamination and Sustainable Urban Drainage (SUDS).

Response - Noted and agreed, the relevant conditions will be attached to any consent issued.

#### Metropolitan Police

The communal garden should only be accessible by residents and the use of large planters should be avoided as this encourages groups to loiter. Gates to the disabled car park should be remote control operated and the cycle stores should have a fob access. Ideally two secure access points should be present within each residential area of the development.

Response - Noted.

#### Thames Water

Recommendations regarding fat traps for catering establishments, petrol/oil interceptors should be fitted within all car parking facilities, surface water drainage should be provided to a sufficient level and non-return valves should be installed to avoid the risk of backflow. A piling method statement should be secured by condition and an informative should be added regarding minimum water pressures.

Response - Noted and agreed, the relevant condition and informative will be included on any consent issued.

#### Transport for London

No objections however a contribution should be secured towards the Blackfriars Road Urban Realm Improvement.

Response - Noted and agreed. The applicant has agreed to pay a contribution of £63,157.

### **Neighbours and local groups**

Responses were received from the following addresses. Their comments and objections are set out in paragraphs 192-228 of the main report.

Anonymous x 3.

Bridgehouse Court - No. 14.  
Dauncey House - No. 7.  
Gladstone Street - No.28 (St Georges Circus Group).  
Overy House - No. 14.  
Quentin House - Nos. 31 and 50.  
Styles House - No. 45.  
The Albert Association  
Waterloo Quarter  
Webber Street (Nos.46-48) - Flats 3, 5, 6 and 9.

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## RECOMMENDATION

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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.

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<b>Applicant</b>	South Square Ltd & Gemaco Int SA	<b>Reg. Number</b>	13/AP/3791
<b>Application Type</b>	Full Planning Permission		
<b>Recommendation</b>	Grant subject to Legal Agreement	<b>Case Number</b>	TP/1390-102

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### Draft of Decision Notice

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**Planning Permission was GRANTED for the following development:**

Demolition of 1, 3-5 Valentine Place and 27-31 Webber Street and part demolition of 7-19 Valentine Place and 21 Webber Street (facades retained). Redevelopment of the site to provide 62 residential units (max 7 storeys), 3854sqm Class B1 (business) and 138sqm A1/A3 (retail and food and drink) floorspace, together with landscaping and car parking.

**At:** 1, 3-5. 7-19 VALENTINE PLACE AND 21, 27-31 WEBBER STREET, LONDON, SE1 8QH

**In accordance with application received on 31/10/2013**

**and Applicant's Drawing Nos. Existing Drawings**

EX099, EX100, EX101, EX102, EX103, , EX200, EX201, EX202, EX810, EX811, EX812, EX815, EX816, EX817, EX818, EX819, EX820.

Site Plans and Demolition Drawings

001, 002, DX100 REV A, DX101, DX102, DX200, DX201

Block A Floorplans and Elevations

A100 REV B, A101 REV C, A102 REV B, A103 REV A, A104 REV A, A200, A201.

Block B Floorplans and Elevations

B100 REV E, B101 REV E, B102 REV D, B103 REV B, B104 REV A, B200 REV A, B201 REV A.

Block C Floorplans and Elevations

C100 REV B, C101 REV B, C102 REV B, C103 REV A, C200, C201.

Block D Floorplans and Elevations

D099 REV A, D100 REV A, D101 REV A, D102 REV A, D103 REV A, D104 REV A, D105 REV A, D106, D107, D200, D201, D202.

Block E Floorplans and Elevations

E099 REV B, E100 REV B, E101 REV C, E102 REV C, E103 REV C, E104 REV B, E105 REV A, E200, E201, E202.

Floorplans, Sections and Servicing

099 REV B, 100 REV F, 101 REV E, 102 REV F, 103 REV E, 104 REV B, 105 REV A, 106 REV A, 107 REV A, 110, 300, 301, 302.

Planning Documents and Reports

Acoustic Report; Air Quality Assessment; Daylight, Sunlight and Overshadowing Report; Design and Access Statement; Environmental Performance Statement; Financial Viability Assessment; Flood Risk Assessment; Heritage Statement and Structural Appraisal; Planning Statement; Statement of Community Involvement; Transport Assessment; Travel Plan.

**Subject to the following thirty-four conditions:**

**Time limit for implementing this permission and the approved plans**

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 The development hereby permitted shall not be carried out otherwise than in accordance with the following

approved plans:

Site Plans and Demolition Drawings

001, 002, DX100 REV A, DX101, DX102, DX200, DX201

Block A Floorplans and Elevations

A100 REV B, A101 REV C, A102 REV B, A103 REV A, A104 REV A, A200, A201.

Block B Floorplans and Elevations

B100 REV E, B101 REV E, B102 REV D, B103 REV B, B104 REV A, B200 REV A, B201 REV A.

Block C Floorplans and Elevations

C100 REV B, C101 REV B, C102 REV B, C103 REV A, C200, C201.

Block D Floorplans and Elevations

D099 REV A, D100 REV A, D101 REV A, D102 REV A, D103 REV A, D104 REV A, D105 REV A, D106, D107, D200, D201, D202.

Block E Floorplans and Elevations

E099 REV B, E100 REV B, E101 REV C, E102 REV C, E103 REV C, E104 REV B, E105 REV A, E200, E201, E202.

Floorplans, Sections and Servicing

099 REV B, 100 REV F, 101 REV E, 102 REV F, 103 REV E, 104 REV B, 105 REV A, 106 REV A, 107 REV A, 110, 300, 301, 302.

Reason:

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

**Pre-commencement condition(s)** - the details required to be submitted for approval by the condition(s) listed below must be submitted to and approved by the council before any work in connection with implementing this permission is commenced.

- 3 Before any work hereby authorised begins, the applicant shall secure the implementation of a programme of archaeological evaluation works in accordance with a written scheme of investigation shall be submitted to and approved in writing by the Local Planning Authority.

Reason

In order that the applicants supply the necessary archaeological information to ensure suitable mitigation measures and/or foundation design proposals be presented in accordance with Strategic Policy 12 - Design and Conservation of The Core Strategy 2011, Saved Policy 3.19 Archaeology of the Southwark Plan 2007 and the National Planning Policy Framework 2012.

- 4 Before any work hereby authorised begins, the applicant shall secure the implementation of a programme of archaeological mitigation works in accordance with a written scheme of investigation, which shall be submitted to and approved in writing by the Local Planning Authority.

Reason

In order that the details of the programme of works for the archaeological mitigation are suitable with regard to the impacts of the proposed development and the nature and extent of archaeological remains on site in accordance with Strategic Policy 12 - Design and Conservation of The Core Strategy 2011, Saved Policy 3.19 Archaeology of the Southwark Plan 2007 and the National Planning Policy Framework 2012.

- 5 Before any work hereby authorised begins, a detailed scheme showing the complete scope and arrangement of the foundation design and all ground works shall be submitted to and approved in writing by the Local Planning Authority and the development shall not be carried out otherwise than in accordance with any such approval given.

Reason

In order that details of the foundations, ground works and all below ground impacts of the proposed development are detailed and accord with the programme of archaeological mitigation works to ensure the preservation of archaeological remains by record and in situ in accordance with Strategic Policy 12 - Design and Conservation of The Core Strategy 2011, Saved Policy 3.19 Archaeology of the Southwark Plan 2007 and the National Planning Policy Framework 2012.



- 6 Before any work, including demolition, hereby authorised begins, the applicant or successors in title shall secured the implementation of a programme of archaeological building recording in accordance with a written scheme of investigation, which shall be submitted to and approved in writing by the Local Planning Authority.

Reason

In order that the archaeological operations are undertaken to a suitable standard as to the details of the programme of works for the archaeological building recording in accordance with PPS5, Strategic Policy 12 - Design and Conservation of The Core Strategy 2011 and Saved Policy 3.19 Archaeology of the Southwark Plan 2007.

- 7 Prior to works commencing, full details of all proposed tree planting on Valentine Row shall be submitted to and approved in writing by the Local Planning Authority. This will include tree pit cross sections, planting and maintenance specifications, use of guards or other protective measures and confirmation of location, species, sizes, nursery stock type, supplier and defect period. All tree planting shall be carried out in accordance with those details and at those times. Planting shall comply with BS5837: Trees in relation to demolition, design and construction (2012) and BS: 4428 Code of practice for general landscaping operations.

If within a period of five years from the date of the planting of any tree that tree, or any tree planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree of the same species and size as that originally planted shall be planted at the same place in the first suitable planting season, unless the local planning authority gives its written consent to any variation.

Reason

To ensure the proposed development will preserve and enhance the visual amenities of the locality and is designed for the maximum benefit of local biodiversity, in addition to the attenuation of surface water runoff in accordance with The National Planning Policy Framework 2012 Parts 7, 8, 11 & 12 and policies of The Core Strategy 2011: SP11 Open spaces and wildlife; SP12 Design and conservation; SP13 High environmental standards, and Saved Policies of The Southwark Plan 2007: Policy 3.2 Protection of amenity; Policy 3.12 Quality in Design; Policy 3.13 Urban Design and Policy 3.28 Biodiversity.

- 8 The existing trees adjoining the site which are to be retained shall be protected and both the site and trees managed in accordance with the recommendations (including facilitative pruning specifications and supervision schedule) contained in the Arboricultural Method Statement. All tree protection measures shall be installed, carried out and retained throughout the period of the works, unless otherwise agreed in writing by the Local Planning Authority. In any case, all works must adhere to BS5837: (2012) Trees in relation to demolition, design and construction and BS3998: (2010) Tree work - recommendations.

If within the expiration of 5 years from the date of the occupation of any building for its permitted use any retained tree is removed, uprooted is destroyed or dies, another tree shall be planted at the same place and that tree shall be of such size and species, and shall be planted at such time, as may be specified in writing by the Local Planning Authority.

Reason

To avoid damage to the existing trees which represent an important visual amenity in the area, in accordance with The National Planning Policy Framework 2012 Parts 7, 8, 11 & 12 and policies of The Core Strategy 2011: SP11 Open spaces and wildlife; SP12 Design and conservation; SP13 High environmental standards, and Saved Policies of The Southwark Plan 2007: Policy 3.2 Protection of amenity; Policy 3.12 Quality in Design; Policy 3.13 Urban Design and Policy 3.28 Biodiversity.

- 9 No development shall take place, including any works of demolition, until a Construction Method Statement has been submitted to and approved in writing by the Local Planning Authority. The approved statement shall be adhered to throughout the construction period. The Statement shall provide for:

the parking of vehicles of site operatives and visitors;  
loading and unloading of plant and materials;  
storage of plant and materials used in constructing the development;  
the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate;  
wheel washing facilities;  
measures to control the emission of dust and dirt during construction;  
a scheme for recycling / disposing of waste resulting from demolition and construction works;  
cycle safety measures including skirts on any HGV's in connection with the site;  
hours of works.

## Reason:

To ensure that occupiers of neighbouring premises do not suffer a loss of amenity by reason of pollution and nuisance, in accordance with strategic policy 13 'High environmental standards' of the Core Strategy (2011) saved policy 3.2 'Protection of amenity' of the Southwark Plan (2007), and the National Planning Policy Framework 2012.

- 10 a) Prior to the commencement of any development, a site investigation and risk assessment shall be completed in accordance with a scheme to assess the nature and extent of any contamination on the site, whether or not it originates on the site.
- i) The Phase 1 (desk study, site categorisation; sampling strategy etc.) shall be submitted to the Local Planning Authority for approval before the commencement of any intrusive investigations.
- ii) Any subsequent Phase 2 (site investigation and risk assessment) shall be conducted in accordance with any approved scheme and submitted to the Local Planning Authority for approval prior to the commencement of any remediation that might be required.
- b) In the event that contamination is present, a detailed remediation strategy to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and the natural and historical environment shall be prepared and submitted to the Local Planning Authority for approval in writing. The scheme shall ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation. The approved remediation scheme (if one is required) shall be carried out in accordance with its terms prior to the commencement of development, other than works required to carry out remediation, unless otherwise agreed in writing by the Local Planning Authority. The Local Planning Authority shall be given two weeks written notification of commencement of the remediation scheme works.
- c) Following the completion of the works and measures identified in the approved remediation strategy, a verification report providing evidence that all works required by the remediation strategy have been completed shall be submitted to and approved in writing by the Local Planning Authority.
- d) In the event that potential contamination is found at any time when carrying out the approved development that was not previously identified, it shall be reported in writing immediately to the Local Planning Authority, and a scheme of investigation and risk assessment, a remediation strategy and verification report (if required) shall be submitted to the Local Planning Authority for approval in writing, in accordance with a-c above.

## Reason

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other off-site receptors in accordance with saved policy 3.2 'Protection of amenity' of the Southwark Plan (2007), strategic policy 13 'High environmental standards' of the Core Strategy (2011) and the National Planning Policy Framework 2012.

- 11 Prior to the commencement of the authorised use, an acoustic report detailing the rated noise level from any plant, together with any associated ducting (which shall be 10 dB(A) or more below the lowest relevant measured LA90 (15min) at the nearest noise sensitive premises, which is (insert address), shall be submitted to and approved in writing by the Local Planning Authority. The method of assessment is to be carried in accordance with BS4142:1997 'Rating industrial noise affecting mixed residential and industrial areas'. The plant and equipment shall be installed and constructed in accordance with any such approval given and shall be permanently maintained thereafter and the development shall not be carried out otherwise than in accordance with any such approval given.

## Reason

To ensure that occupiers of neighbouring premises do not suffer a loss of amenity by reason of noise nuisance or the local environment from noise creep due to plant and machinery in accordance with the National Planning Policy Framework 2012, Strategic Policy 13 High Environmental Standards of the Core Strategy 2011 and Saved Policy 3.2 Protection of Amenity of the Southwark Plan (2007).

- 12 Prior to the commencement of development approved by this planning permission (or such other date or stage in development as may be agreed in writing with the Local Planning Authority), the following components of a scheme to deal with the risks associated with contamination of the site shall each be submitted to, and approved in writing by, the Local Planning Authority:

- 1) a preliminary risk assessment which has identified:
- all previous uses;
  - potential contaminants associated with those uses;
  - a conceptual model of the site indicating sources, pathways and receptors;

· potentially unacceptable risks arising from contamination at the site;

2) a site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors which may be affected, including those off site;

3) the results of the site investigation and detailed risk assessment referred to in (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken;

4) a verification plan providing details of the data which will be collected in order to demonstrate that the works set out in the remediation strategy in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action. Any changes to these components require the express consent of the Local Planning Authority. The scheme shall be implemented as approved

**Reason**

For the protection of Controlled Waters. The site is located over a Secondary Aquifer and it is understood that the site may be affected by historic industrial usage.

- 13 No impact piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.

**Reason**

The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to impact on local underground sewerage utility infrastructure. The applicant is advised to contact Thames Water Developer Services on 0845 850 2777 to discuss the details of the piling method statement.

- 14 The works of demolition hereby permitted shall not be begun until contracts have been entered into by the developer to ensure that the demolition is, as soon as possible, followed by the erection of the building permitted by this planning permission and the Local Planning Authority have given their agreement in writing to the programme within those contracts.

**Reason**

To ensure that premature demolition does not take place before development works start in order that the visual amenities of the area are safeguarded, in accordance with Policy 3.16 Conservation Areas of the Southwark Plan (2008).

**Commencement of works above grade** - the details required to be submitted for approval by the condition(s) listed below must be submitted to and approved by the council before any work above grade is commenced. The term 'above grade' here means any works above ground level.

- 15 Before any above grade work hereby authorised begins, detailed drawings scale 1:100 of a hard landscaping scheme showing the treatment of all parts of the site not covered by buildings (including cross sections, surfacing materials of any parking, access, or pathways layouts, materials and edge details and material samples of hard landscaping), shall be submitted to and approved in writing by the Local Planning Authority. The landscaping shall not be carried out otherwise than in accordance with any such approval given and shall be retained for the duration of the use.

**Reason**

So that the Council may be satisfied with the details of the landscaping scheme in accordance with The National Planning Policy Framework 2012 Parts 7, 8, 11 & 12 and policies of The Core Strategy 2011: SP11 Open spaces and wildlife; SP12 Design and conservation; SP13 High environmental standards, and Saved Policies of The Southwark Plan 2007: Policy 3.2 Protection of amenity; Policy 3.12 Quality in Design; Policy 3.13 Urban Design and Policy 3.28 Biodiversity.

- 16 Prior to commencement of above grade work, an independently verified Code for Sustainable Homes interim certification that seeks to achieve a minimum Level 4 or equivalent Code Level rating shall be submitted to and approved in writing by the Local Planning Authority and the development shall not be carried out otherwise than in accordance with any such approval given;  
Before the first occupation of the building hereby permitted, a Code for Sustainable Homes final certification (or other verification process agreed with the Local Planning Authority) shall be submitted to and approved in writing

by the Local Planning Authority, confirming that the agreed standards at (a) have been met.

Reason

To ensure the proposal complies with The National Planning Policy Framework 2012, Strategic Policy 13 High environmental standards of The Core Strategy 2011 and Saved Policies 3.3 Sustainability and 3.4 Energy Efficiency of the Southwark Plan 2007.

- 17 Before any fit out works to the commercial premises hereby authorised begins, an independently verified BREEAM report (detailing performance in each category, overall score, BREEAM rating and a BREEAM certificate of building performance) to achieve a minimum 'Excellent' rating shall be submitted to and approved in writing by the Local Planning Authority and the development shall not be carried out otherwise than in accordance with any such approval given;  
Before the first occupation of the building hereby permitted, a certified Post Construction Review (or other verification process agreed with the local planning authority) shall be submitted to and approved in writing by the Local Planning Authority, confirming that the agreed standards at (a) have been met.

Reason

To ensure the proposal complies with The National Planning Policy Framework 2012, Strategic Policy 13 - High Environmental Standards of The Core Strategy 2011 and Saved Policies 3.3 Sustainability and 3.4 Energy Efficiency of the Southwark Plan 2007.

- 18 Before any above grade work hereby authorised begins details (1:50 scale drawings) of the facilities to be provided for the secure and covered storage of cycles (segregated between residential and commercial) shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the cycle parking facilities provided shall be retained and the space used for no other purpose and the development shall not be carried out otherwise in accordance with any such approval given.

Reason

In order to ensure that satisfactory safe and secure cycle parking facilities are provided and retained in order to encourage the use of cycling as an alternative means of transport to the development and to reduce reliance on the use of the private car in accordance with The National Planning Policy Framework 2012, Strategic Policy 2 - Sustainable Transport of The Core Strategy and Saved Policy 5.3 Walking and Cycling of the Southwark Plan 2007.

- 19 1m x 1m sample panels of the proposed brickwork to the all blocks, including mortar colour and finishes, 1mx1m sample panels of the cladding to all Block B as well as samples of all external facing materials including balconies, doors and windows, to be used in the carrying out of this permission shall be presented on site and approved in writing by the Local Planning Authority before above-grade works in connection with this permission is carried out; the development shall not be carried out otherwise than in accordance with any such approval given. These samples must demonstrate how the proposal makes a contextual response in terms of materials to be used.

Reason:

In order that the Local Planning Authority may be satisfied as to the design and details in accordance with Policy SP12, Design & Conservation of the Core Strategy 2011 and saved policies: 3.12 Quality in Design; 3.13 Urban Design; of The Southwark Plan (2007).

- 20 1:5/10 section detail-drawings through:  
the facades;  
double-height entrance;  
parapets;  
roof lights;  
roof edges;  
heads, cills and jambs of all openings; and  
junctions with existing buildings  
to be used in the carrying out of this permission shall be submitted to and approved in writing by the Local Planning Authority before above-grade works in connection with this permission is carried out; 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 design and details in the interest of the special architectural or historic qualities of the listed building in accordance with Policy SP12, Design & Conservation of the Core Strategy 2011 and saved policies: 3.12 Quality in Design; 3.13 Urban Design; of The Southwark Plan (2007).

- 21 1:50, 1:10 and 1:5 scale drawings of the landscaping scheme including layouts, planting schedules, materials and edge details to be used in the carrying out of this permission including the green roofs as well as detailed maintenance plan for the landscaping. The landscaping details shall include trees to be provided on Valentine Row. The planting, seeding and/or turfing shall be carried out in the first planting season following completion of building works and any trees or shrubs that is found to be dead, dying, severely damaged or diseased within five years of the completion of the building works OR five years of the carrying out of the landscaping scheme (whichever is later), shall be replaced in the next planting season by specimens of the same size and species in the first suitable planting season. Planting shall comply to BS: 4428 Code of practice for general landscaping operations, BS: 5837 (2012) Trees in relation to demolition, design and construction and BS 7370-4:1993 Grounds maintenance Recommendations for maintenance of soft landscape (other than amenity turf).

**Reason**

So that the Council may be satisfied with the details of the landscaping scheme in accordance with The National Planning Policy Framework 2012 Parts 7, 8, 11 & 12 and policies of The Core Strategy 2011: SP11 Open spaces and wildlife; SP12 Design and conservation; SP13 High environmental standards, and Saved Policies of The Southwark Plan 2007: Policy 3.2 Protection of amenity; Policy 3.12 Quality in Design; Policy 3.13 Urban Design and Policy 3.28 Biodiversity.

**Pre-occupation condition(s)** - the details required to be submitted for approval by the condition(s) listed below must be submitted to and approved by the council before the building(s) hereby permitted are occupied or the use hereby permitted is commenced.

- 22 Before the first occupation of the buildings hereby approved, details of the arrangements for the storing of both domestic and commercial refuse respectively shall be submitted to and approved in writing by the Local Planning Authority and the facilities approved shall be provided and made available for use by the occupiers of the dwellings and the facilities shall thereafter be retained and shall not be used or the space used for any other purpose.

**Reason**

To ensure 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 The National Planning Policy Framework 2012, Strategic Policy 13 High Environmental Standards of the Core Strategy 2011 and Saved Policies 3.2 Protection of Amenity and Policy 3.7 Waste Reduction of The Southwark Plan 2007

- 23 Before the first occupation of the building hereby permitted a Service Management Plan detailing how all elements of the site are to be serviced has been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approval given and shall remain for as long as the development is occupied.

**Reason**

To ensure compliance with The National Planning Policy Framework 2012, Strategic Policy 2 Sustainable Transport of The Core Strategy 2011 and Saved Policy 5.2 Transport Impacts of the Southwark Plan 2007.

- 24 Prior to their occupation the wheelchair accessible units hereby approved shall be constructed and fitted out to the South East London Wheelchair Design Guide.

**Reason**

To ensure the wheelchair units approved are delivered to the relevant standard in accordance with The National Planning Policy Framework 2012, Policy 7.2 An inclusive environment of the London Plan 2011, Strategic Policy 2 Sustainable Transport of the Core Strategy 2011 and Saved Policies 3.12 Quality in Design and 3.13 Urban Design of the Southwark Plan 2007.

- 25 The dwellings hereby permitted shall be designed to ensure that the following internal noise levels are not exceeded due to environmental noise:

Bedrooms - 30dB LAeq, T \* and 45dB LAFmax

Living rooms- 30dB LAeq, T +

A reduced standard for living rooms - 35 dB LAeq, T + , can be used to secure appropriate development.

\*- Night-time 8 hours between 23:00-07:00

+Daytime 16 hours between 07:00-23:00.

A validation test shall be carried out on a relevant sample of premises following completion of the development but prior to occupation. The results shall be submitted to the LPA for approval in writing.

**Reason**

To ensure that the occupiers and users of the development do not suffer a loss of amenity by reason of excess noise from environmental and transportation sources in accordance with strategic policy 13 'High environmental standards' of the Core Strategy (2011) saved policies 3.2 'Protection of amenity' and 4.2 'Quality of residential accommodation' of the Southwark Plan (2007), and the National Planning Policy Framework 2012.

- 26 Prior to occupation of the development, a verification report demonstrating completion of the works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to, and approved in writing by, the Local Planning Authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include a plan (a 'long-term monitoring and maintenance plan') for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification plan, if appropriate, and for the reporting of this to the Local Planning Authority. Any long-term monitoring and maintenance plan shall be implemented as approved.

**Reason**

Should remediation be deemed necessary, the applicant should demonstrate that any remedial measures have been undertaken as agreed and the environmental risks have been satisfactorily managed so that the site is deemed suitable for use.

- 27 Prior to the commencement of any A3 use within Block B or Block D, full particulars and details of a scheme for the ventilation of the premises to an appropriate outlet level, including details of sound attenuation for any necessary plant, standard of dilution expected and any external flue has been submitted to and approved by the Local Planning Authority and the development shall not be carried out otherwise than in accordance with any approval given.

**Reason**

In order to ensure that that the ventilation ducting and ancillary equipment will not result in an odour, fume or noise nuisance and will not detract from the appearance of the building in the interests of amenity in accordance with The National Planning Policy Framework 2012, Strategic Policy 13 - High Environmental Standards of The Core Strategy 2011 and Saved Policy 3.2 Protection of Amenity of The Southwark Plan 2007.

**Compliance condition(s)** - the following condition(s) impose restrictions and/or other requirements that must be complied with at all times once the permission has been implemented.

- 28 The use hereby permitted for A1/A2/A3 purposes shall not be carried on outside of the hours 08:00 to 22:00 on Monday to Saturday or 10:00 to 18:00 on other days.

**Reason:**

To safeguard the amenities of neighbouring residential properties in accordance with The National Planning Policy Framework 2012, Strategic Policy 13 High environmental standards of The Core Strategy 2011 and Saved Policy 3.2 Protection of Amenity of The Southwark Plan 2007.

- 29 The development permitted by this planning permission shall only be carried out in accordance with the approved Flood Risk Assessment (FRA) by Alan Baxter & Associates LLP (dated October 2013) and the following mitigation measures within the FRA:
- flood resistant and resilient measures should be incorporated within the proposed development, wherever possible, as recommended within the submitted FRA (Sections 1.0 and 6.0)
  - the development permitted by this planning permission shall not commence until a surface water drainage scheme for the site, based on sustainable drainage principles, where possible, and an assessment of the hydrological and hydro-geological context of the development, has been submitted to, and approved by, the Local Planning Authority; the surface water drainage strategy should strive to implement a Sustainable Drainage System (SuDS) hierarchy that achieves reductions in surface water run-off rates, in line with the Greater London Authority's London Plan (Policy 5.13) and the 'standards' within the associated Sustainable Design and Construction Supplementary Planning Guidance (SPG) (Section 2.4.4), as also referred to within the submitted FRA (Sections 1.0 and 7.0).

**Reason**

To reduce the impact of flooding on the development and occupants; to reduce the impact of flooding to and from



the development and third parties.

- 30 If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until the developer has submitted, and obtained written approval from the Local Planning Authority for, a remediation strategy detailing how this unsuspected contamination shall be dealt with. The remediation strategy shall be implemented as approved, verified and reported to the satisfaction of the Local Planning Authority.

**Reason**

There is always the potential for unexpected contamination to be identified that could present an unacceptable risk to Controlled Waters.

- 31 Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details.

**Reason**

The developer should be aware of the potential risks associated with the use of piling where contamination is an issue. Piling or other penetrative methods of foundation design on contaminated sites can potentially result in unacceptable risks to underlying groundwaters. We recommend that where soil contamination is present, a risk assessment is carried out in accordance with our guidance 'Piling into contaminated sites'. We will not permit piling activities on parts of a site where an unacceptable risk is posed to Controlled Waters.

- 32 Whilst the principles and installation of Sustainable Drainage Systems (SuDS) are to be encouraged, no infiltration of surface water drainage in to the ground is permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to Controlled Waters. The development shall be carried out in accordance with the approval details.

**Reason**

Infiltrating water has the potential to cause remobilisation of contaminants present in shallow soil or made ground which could ultimately cause pollution of groundwater.

- 33 No developer, owner or occupier of any part of the development hereby permitted, with the exception of disabled persons, shall seek, or will be allowed, to obtain a parking permit within the controlled parking zone in Southwark in which the application site is situated.

**Reason**

To ensure compliance with Strategic Policy 2 - Sustainable Transport of the Core Strategy 2011 and saved policy 5.2 Transport Impacts of the Southwark Plan 2007.

**Other condition(s)** - the following condition(s) are to be complied with and discharged in accordance with the individual requirements specified in the condition(s).

- 34 Within six months of the completion of archaeological site works, an assessment report detailing the proposals for post-excavation works, publication of the site and preparation of the archive shall be submitted to and approved in writing by the Local Planning Authority and that the works detailed in this assessment report shall not be carried out otherwise than in accordance with any such approval given.

**Reason**

In order that the archaeological interests of the site are secured with regard to the details of the post-excavation works, publication and archiving to ensure the preservation of archaeological remains by record in accordance with Strategic Policy 12 - Design and Conservation of The Core Strategy 2011, Saved Policy 3.19 Archaeology of the Southwark Plan 2007 and the National Planning Policy Framework 2012.

**Statement of positive and proactive action in dealing with the application**

To assist applicants the Local Planning Authority has produced policies and written guidance, all of which is available on

the Council's website and which offers a pre planning application advice service. The scheme was submitted in accordance with guidance following pre application discussions and through revisions during the course of the application.

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OPEN

MUNICIPAL YEAR 2014/15

COMMITTEE: PLANNING COMMITTEE

NOTE: Original held in Constitutional Team; all amendments/queries to Sarah Koniarski, Constitutional Team,  
Tel: 020 7525 5824.

OPEN

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<b>Total</b>	<b>1</b>		
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Sarah Koniarski	21		
<b>Total</b>	<b>21</b>		
		<b>Total print run: 44</b>	
		List Updated: 23 June 2014	