

Planning Committee

Tuesday 15 January 2019
6.30 pm
Ground Floor Meeting Room G02A - 160 Tooley Street, London
SE1 2QH

Tabled Items

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6. Development Management

Addendum report and Members' Pack.

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Date: 16 January 2019

Item No: 6.1 and 6.2	Classification: Open	Date: 15 January 2019	Meeting Name: Planning Committee
Report title:		Addendum report Late observations and further information	
Ward(s) or groups affected:		South Bermondsey and Old Kent Road	
From:		Director of Planning	

PURPOSE

1. To advise members of observations, consultation responses and further information received in respect of the following planning applications on the main agenda. These were received after the preparation of the report and the matters raised may not therefore have been taken in to account in reaching the recommendation stated.

RECOMMENDATION

2. That members note and consider the late observations, consultation responses and information received in respect of each item in reaching their decision.

FACTORS FOR CONSIDERATION

Item 6.1 – Application 18/AP/0091 for: Full Planning Application – DOCKLEY ROAD INDUSTRIAL ESTATE, 2 DOCKLEY ROAD, LONDON, LONDON SE16 3SF

Clarification on drawing numbers/documents

3. The drawing numbers and application documents have been clarified to remove superseded drawings that were erroneously included on the draft recommendation. The amended drawing and document list is set out below:

Existing Plans

4. 1706 1000 Site Plan; 1706 1001 Existing Site Plan; 4000; 4001.

Proposed Drawings

1706-S333-XX-00-DR-A-2000 Rev 1; 1706-S333-XX-01-DR-A-2001 Rev 3; 1706-S333-XX-02-DR-A-2002 Rev 3; 1706-S333-XX-03-DR-A-2003 Rev 3; 1706-S333-XX-04-DR-A-2004 Rev 3; 1706-S333-XX-05-DR-A-2005 Rev 3; 1706-S333-XX-06-DR-A-2006 Rev 3; 1706-S333-XX-07-DR-A-2007 Rev 1; 1706-S333-XX-07-DR-A-2008 Rev 1; 1706-S333-XX-09-DR-A-2009 Rev 1; 1706-S333-XX-ZZ-DR-A-4000 Rev 1; 1706-S333-XX-ZZ-DR-A-5000 Rev 1; 1706-S333-XX-ZZ-DR-A-5002 Rev 1; 1706-S333-XX-ZZ-DR-A-5003 Rev 1; 1706-S333-XX-ZZ-DR-A-5004 Rev 1.

Planning Documents

6. Air Quality Assessment; Archaeological Desk Based Assessment; Accommodation Schedule; Construction Environmental Management Plan; Daylight and Sunlight Assessment; Delivery and Servicing Plan; Design and Access Statement; Desk Study and Ground Investigation Report; Drainage Strategy; Flood Risk Assessment; Lighting Assessment; Noise Impact Assessment; Planning Statement; Preliminary Ecological Appraisal; Statement of Community Involvement; SUDS and Utilities Assessment; Sustainability Statement and Energy Assessment; Transport Statement (including addendum); Tree Survey; Ventilation and Extraction Statement; Viability Assessment.

Clarification on schedule of accommodation

- 7. The table below has been updated to set out and clarify the number of habitable rooms being provided.
- 8. The development also includes 11 wheelchair accessible affordable units, which effectively reduce the affordable housing requirement by 11 habitable rooms.

Late observations

- 9. A letter of objection has been received from Southwark Law Centre. The letter states that a decision cannot be taken on the application as, contrary to Article 4 of The Mayor of London Order (2008), Southwark Council did not notify the Greater London Authority of the application given the fact that the proposed building exceeds 30 metres in height.
- 10. Response The current application was received by Southwark Council on 9th January 2018 and made valid on 2nd February 2019. The Greater London Authority were notified of the application on 8th February 2018. Whilst the development description sets out the maximum height of the proposed development as AOD, the height of the building for the purposes of GLA referral are taken from ground level. After confirming with the GLA on the 22nd February 2018 that the height of the building was 29.8m above ground level, the GLA confirmed that the application was not be referable.
- 11. However, following some minor plan revisions received on 3rd December 2018, the elevations now show a lift over run which would push the building above 30m from ground level (approximately 30.71 metres). On this basis it is recommended that prior to any decision being issued, the GLA be asked to confirm whether they maintain their position that the development does not require to be referred. No decision would be issued until the GLA have clarified their position.
- 12. The letter from Southwark Law Centre goes on to raise further points regarding non-compliance with some policies of the Draft New Southwark Plan and the Draft London Plan however, these policy documents have not been adopted and are attributed limited weight at this stage. The application complies with the Core Strategy and saved policies of the Southwark Plan in terms of replacement industrial land.
- 13. The Southwark Law Centre letter states that the scheme is not compliant with the land use policy on the basis that the site is located within an Action Area core and as such the employment land is protected. This criteria is included in the Core Strategy, but this document, at Figure 31, is clear that the site is not in an Action Area Core. As such the employment floorspace is not protected.
- 14. Additional objections have been received in relation to the density of the development, potential for vacant commercial units and daylight and sunlight all of which have been dealt with comprehensively in the case officer report.

Conclusion of the Director of Planning

15. That, having taken into account the additional representations, the recommendation remains that pp be granted subjet to condition and completion of a s106 agreement. However, it is further recommended that any permission not be issued unless and until the GLA have confirmed that they do not wish the application be referred to them for their decision.

Item 6.2 – Application 17/AP/4612 for: Full Planning Application – 49-53 GLENGALL ROAD, LONDON, SE15 6NF

Latona Yard visualisations

16. A number of visualisations and plans of the proposed Latona Yard public space within the application site and adjoining sites have been submitted. These visualisations further illustrate the scale and type of public space that is being proposed and how the application site will be the 'first' move for the delivery of the space in conjunction with adjoining sites.

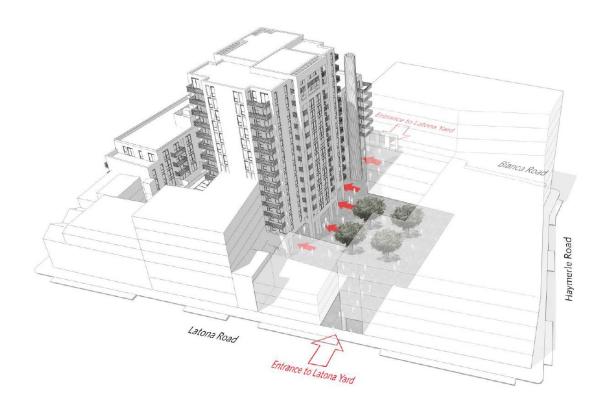


Figure 1. Latona Yard visualisation with adjoining sites - north view

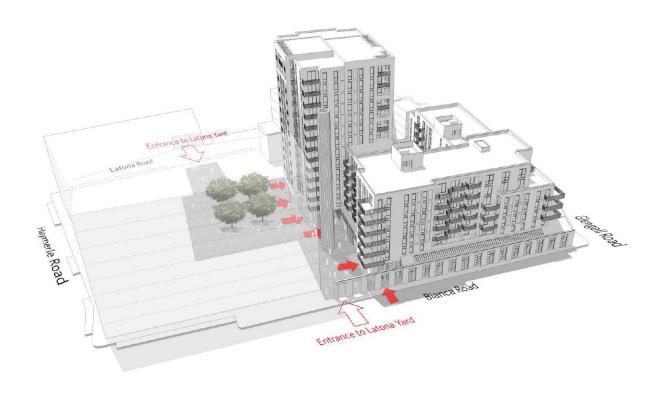


Figure 2. Latona Yard visualisation with adjoining sites – south view



Figure 3. Latona Yard Block Plan with adjoining sites

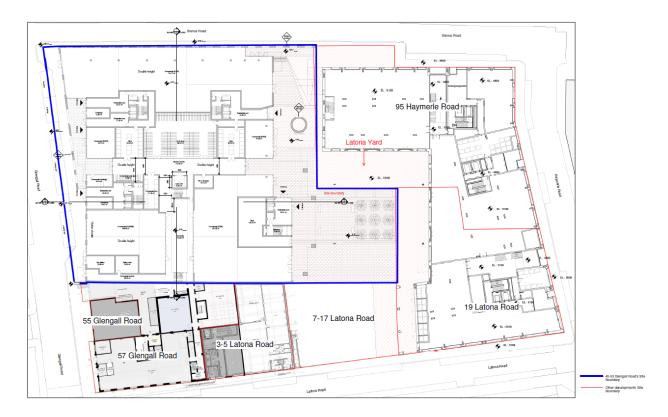


Figure 4. Latona Yard Block Plan with site ownership sites

Revised townscape visual impact photography

17. The applicant has submitted updated Townscape Visual Impact images of the proposed scheme with updated colouring to better illustrate the scheme's proposed materials.



Figure 5 (above). Glengall Road Conservation Area – Proposed southern view from the northern end of Glengall Road. Proposal hidden by existing building line.



Figure 6 (above). Proposed northern view of Glengall Road towards application site. Grade II listed Celestial Church of Christ, in the foreground with winter tree foliage.



Figure 7 (above). Proposed view across Cobourg Conservation Area from across Burgess Park lake.



Figure 8 (above). Southern view out of Conservation Area towards Glengall Bridge. Glengall Business Park on the eastern side of Glengall Road

18. In relation to the former Church of the Grade II listed St Andrew/Celestial Church of Christ that is located approximately 180 metres to the south of the application site, the townscape visual impact assessment has been used to assess the impact of the new development on the setting of the listed building. As a result of the development, the the rooftop of the proposed development would be visible alongside the lower portion of the church's tower. In reviewing this impact on the setting of the church, the impact is considered to be low-medium adverse, and would result in 'less than substantial harm' which should be balanced against the public benefit of the scheme.

Daylight sunlight summary

- 19. Officers have assessed the daylight sunlight impacts of the proposal and have concluded that while reductions to the amenity of many of the neighbouring residential properties fully comply with the default BRE criteria, there will be noticeable impacts to some properties. However, in each case these are limited and considered to be reasonable in this context, and consistent for an urban area.
- 20. In a Central London urban regeneration context such as this, it is important to recognise paragraph 123 the revised NPPF which states:

"Where there is an existing or anticipated shortage of land for meeting identified housing needs, it is especially important that planning policies and decisions avoid homes being built at low densities, and ensure that developments make optimal use of the potential of each site. In these circumstances ... local planning authorities should refuse applications which they consider fail to make efficient use of land, taking into account the policies in this Framework. In this context, when considering applications for housing, authorities should take a flexible approach in applying policies or guidance relating to daylight and sunlight, where they would otherwise inhibit making efficient use of a site (as long as the resulting scheme would provide acceptable living standards)."

Vertical Sky Component (VSC)

21. In terms of VSC, 233 windows were assessed on neighbouring properties, of which 182 (78%) are shown to fully meet the default BRE recommendations post-development. Of those that do not meet the default BRE recommendations, the shortfall is considered in this instance acceptable on balance.

No Sky Line (NSL)

22. 135 rooms were assessed on neighbouring properties, of which 100 (74%) are shown to fully meet the default BRE recommendations post-development. Of those that do not meet the default BRE recommendations, their average retained value is in this instance on balance considered to be acceptable. There are reasons for the values associated with the very few lowest performing rooms, as is explained fully in the main officer report.

Annual Probably Sunlight Hours (APSH)

- 23. Thirty-six (36) windows were assessed on neighbouring properties and all 36 (100%) are shown to fully meet the default BRE recommendations post development.
- 24. Overall, a high percentage of surrounding properties will retain the BRE default recommended daylight and sunlight values post-development. Of those windows or rooms that do not meet the default BRE recommendations, acceptable average retained values are still achieved.

Overshadowing

- 25. A Transient Shadow Study for the March 21st spring equinox recently submitted by the applicant illustrates the potential impact on the front elevation 66-80 Glengall Road Terrace, and confirms that the proposed shadows all fall to the north and not onto the terrace to the west after 11am
- 26. Glengall Wharf Garden is located to the east of the application site immediately behind the three storey 66-80 Glengall Road Terrace. The ten storey Galleria Court is located to the east of Glengall Wharf Garden and is separated by Surrey Canal Walk. The low-rise mobile homes of Brideale Close are located to the south of the Garden.
- 27. The Transient Shadow Study also illustrates the very limited impact the proposal would have in terms of potential overshadowing to the Glengall Wharf Garden during morning hours. The existing impact is primarily as a result of the 66-80 Glengall Road Terrace that already overshadows the eastern part of the Garden from sunrise to approximately 10am. The proposed scheme may add to the potential overshadowing on a northern section of the Garden, however, once the sun moves along its trajectory from the east, no overshadowing would occur after approximately 10am. The Garden benefits from an open outlook to the south where the majority of direct sunlight for the growing season would originate from. As such the very limited impact in the early morning is considered acceptable and would not hinder the successful use of the Garden.
- 28. The impact on Burgess Park would be negligible as the application site is located to the southeast of the park boundary, with only a small area to the north of the Glengall basin being overshadowed, with the transient shadow moving from the park around 10 to 11am.

<u>Heritage</u>

29. It should also be clarified that officer's have followed due process by discharging their statutory duties to conserve heritage assets in regards to the presumption against harm as well as the policy tests in the revised NPPF. The following map illustrates the designated heritage assets within the context of the application site.

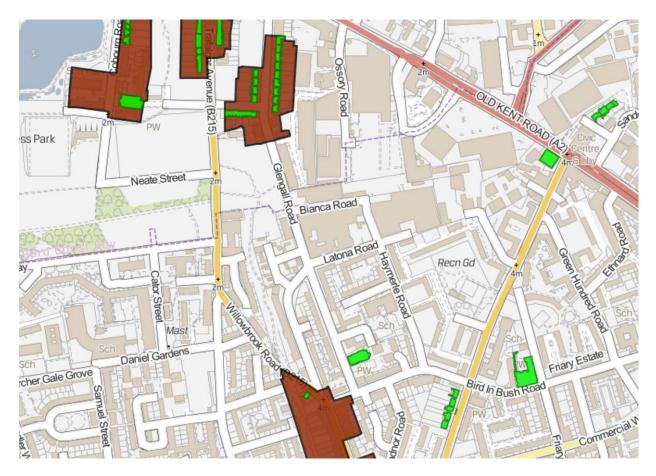


Figure 9. Local designated heritage assets

Amendments to ground floor plan and western elevation

- Revised drawings have been received from the applicant which amends the ground the retained faced facing Glengall Road to improve access to the commercial corridor entrance.
 - The revised ground floor plan is: GLR-HKR-XX-00-DR-A-1000 Revision E
 - The revised west elevation is: GLR-HKR-XX-XX-DR-A-2000 Revision C

Additional Consultation Responses

31. Four late letters of objection was received since the publication of the main Committee Report. This brings the total number of consultation responses to 26, with 24 objecting to the scheme. Some positives aspects of the scheme are noted.

Paula Orr

- 32. Taking each of the points raised in turn:
- 33. "Loss of preferential industrial space: the proposed reduction in the area allocated for preferential industrial use and change to residential use would contravene existing planning policy (Southwark Plan 2007). Please note that Southwark Council is in the process of developing an area plan for the Old Kent Road (Old Kent Road Area Action Plan) and a borough-level strategic plan (New Southwark Plan). Neither of these documents is near completion and it is unclear if there will be any change in policy on the use of preferred industrial land. In the absence of such clarity, planning decisions must comply with existing planning policy, that is, the Planning Committee should not permit a change in use that goes against the current plan policies, as approving this application would do.

The Council should insist that the developer goes away and comes back with a plan that maintains the current industrial space allocation. This could be a creative proposal that makes it possible for the current industrial uses to coexist with some social housing, producing a proposal for the redevelopment of the industrial estate which would maintain the existing businesses in new premises, provide working space for new businesses, and provide new homes for local people. Modern technology and environmental awareness make it possible for residential and industrial uses to coexist and complement one another.

- 34. Officer response: The proposed development would deliver a net increase of single and double height B1(c) and B2/B8 commercial floorspace and is considered policy compliant. The proposal is considered a successful example of mixed use development that will deliver 181 new homes, new jobs and public open space.
- 35. Loss of light and sight of the sky. The assessment of light commissioned by the applicant points to a major loss of light and view of the sky: "the presence of the proposed tower element does eliminate a relatively large proportion of the available sky, ...". While the assessment suggests that this is "consistent with all the neighbours for an urban area", this is not the case for most neighbourhoods of London and risks creating a ghetto in which people do not have the fundamental benefit of light.
- 36. Officer response: As noted in the main report, a detailed daylight sunlight assessment was been undertaken by the applicant to assess the impact on neighbouring residential properties in accordance with the BRE guidelines on daylight and sunlight. As the existing site massing is modest, there would therefore be some inevitable noticeable proportional reductions as a result of the scheme. However, as has been held on Appeal, noticeable is not to be equated with unacceptable. While reductions in amenity to many of the properties assessed fully comply with the default BRE criteria, there will be noticeable impacts to some properties. However, in each case these are limited and considered to be reasonable in this context. The limited impact is regarded as acceptable and would not warrant refusal on these grounds.
- 37. Missed opportunities to add to local green space. While the proposal includes a provision for a children's play area, there is nothing about connecting the development area to the proposed linear park for the OKR or contributing to extend green space. The proximity to Burgess Park might have encouraged the applications to develop soft landscapes to make the connections with the Park, but in fact the Landscape Design proposal states there will be "predominantly hard space". There is a great deal of research demonstrating the positive benefits of green and open spaces for people's mental and physical wellbeing. It would be short-sighted and discriminatory to allow a development of this kind which condemns users and residents to a low quality of life.
- 38. Officer response: The proposed Latona Yard located within the centre of urban block bounded by Latona Road, Bianca Road, Heymerle Road and Glengall Road would be directly linked to the Linear Park that would follow the alignment of Bianca Road as proposed in the draft Old Kent Road Area Action Plan. The Latona Yard is an opportunity to create a new public open yard space that would be fronted by active commercial ground floors on each side and offer the opportunity for social interaction. The final landscaping of the yard and public realm would be subject to detailed condition.

Walworth Society

- 39. Taking each of the points raised in turn:
- 40. The Walworth Society has agreed the following objection and hopes that it can be taken into consideration by the planning committee. We are supportive of the objections of Historic England, the Southwark Conservation Area Advisory Group, The Friends of Burgess Park and Glengall Wharf Garden. Overall we feel that this is

an overdevelopment which both destroys the character of the existing industrial buildings and causes harm to the surroundings and its view corridors. There appears to be no clear logic to the development, location and design of the blocks other than getting as much development in as possible.

- 41. Officer response: It officers' view that the proposed scheme is a well designed mixed use scheme with a coherent design rationale to provide commercial uses on ground and mezzanine floors with residential floors above. The proposed scheme will enhance the varied residential and industrial character of the area delivering new homes, jobs and new open space links through the site.
- 42. We are disheartened that all that will be left of these buildings which have previously been identified as being of significant historic and heritage character will be very limited facades and the historic chimney; this, however, will be dwarfed and dislocated (visually) from its base by the design of the development and will be largely hidden from view by the 15-storey blocks immediately adjacent to it. We strongly support the Historic England assertion that a number of these existing structures could be considered undesignated heritage assets and, as a result, should be retained far more fully than is proposed.
- 43. Officer response: The application site does not benefit from statutory listing and is not located within a conservation area. The scheme successfully proposes the retention of the historic chimney and existing facades fronting Bianca Road and Glengall Road as requested by officers and identified in the draft Old Kent Road Area Action Plan. The new layout will enable the delivery of a full reprovision of industrial floorspace alongside new homes and new public open space. Officers have visited the application site and assessed the loss of the existing buildings and this is considered acceptable in light of the significant regeneration benefits.
- 44. We further believe that the proposed height of the buildings will dominate the Burgess Park and are out of context for the Georgian and Victorian buildings on the road. The new block at the end of Glengall Road/Old Kent Road is five storeys in height as it adjoins the existing properties in Glengall Road. More generally there is real concern that, owing to the height and density of proposed development, that it will overwhelm the scale of the mid-nineteenth century Glengall Road Conservation Area.
- 45. Officer response: This proposal is located to the east of Burgess Park on the eastern side of the Glengall. It is recognised that the proposal would be visible in easterly views from within the park, however the park would not be dominated by the proposal and would not detract from the park's open nature and character. It is officers' views that the height of the proposal would not overly harm the significance and sense of character of the Glengall Road Conservation Area as only the narrow northern elevation of the tower would be visible from within the conservation area, but due to the bend in the road at the south end of the Conservation Area, the proposed development will not be highly visible from within the area itself. As such the proposal accords with both national and local planning policy and demonstrates significant public benefits which outweigh the less than substantial harm identified to the designated heritage assets within the context of the proposal.
- 46. It should be noted that the upper floors of the ten storey Galleria Court located on Trafalgar Avenue are visible in the background of southern views within the Glengall Road Conservation Area, and the eight storey Oleander House at the junction of Glengall Road and Old Kent and is clearly visible in northerly views.

Mark Brearley, Vital OKR and Kaymet London Limited

- 47. Two emails have been received relating to the proposed scheme.
- 48. The first email noted the revisions to the scheme in relation to the lift and layouts and queried and objected to the proposed quantum of floorspace and quality of

- commercial floorspace in terms of floor to ceiling heights, layout, access routes and servicing.
- 49. Officer response: As noted in the main report, the scheme has been revised following further discussions. The amended plans that illustrate the changes and final floor plans have been uploaded to the council planning register. The proposal would deliver 3715sqm of employment uses at ground floor and mezzanine floors in the form of thirteen flexible workspaces capable of use by small to medium sized enterprises, start up and creative type businesses within the B1(c) and B2/B8 use classes. The B2/B8 floorspace would be double height. The proposal would exceed full re-provision of commercial floor space by 156sqm when compared with the existing provision and is therefore policy compliant.
- 50. The existing commercial floorspace has a range of floor to ceiling heights from 3m to 6m+ (see photos below). The proposed commercial layout reprovides the commercial floorspace with a range of single and double height spaces similar to the existing offer



Figure 10. Internal industrial space, 49-53 Glengall Road



Figure 11. Internal industrial space, 49-53 Glengall Road



Figure 12. Internal double height storage space, 49-53 Glengall Road

- 51. The proposed commercial layout is considered efficient with access to the vehicular servicing with a double height central corridor providing the primary route through the building to access the individual units. The final arrangement of the servicing bays on Glengall Road will be agreed through a Section 278 agreement.
- 52. The second email received relates to heritage impacts, particularly the loss of the existing buildings on site.
- 53. Officer response: As noted above the application site is not statutorily listed, is not located within a conservation area and it is also not in an area that the officers consider has the potential to be designated a conservation area. Officers are currently preparing Historic Area Assessments to inform new Conservation Area Appraisals for emerging conservation areas within the Old Kent Road Opportunity Area. Features of the application site have been identified has having townscape merit, therefore the retention of Bianca Road and Glengall Road facades and the historic chimney is considered a positive approach in light of no heritage asset designation that could result in the loss of all buildings on site. The applicant has worked closely with officers to successfully incorporate these features. Although the site has a long industrial history and has seen a variety of industrial buildings over the past 150 years, officers and the applicant has inspected the building, and no internal features or building fabric is considered worthy of retention.
- 54. The proposed commercial workspace will enable a new group of businesses to continue the site's productive history with new jobs delivered.

Friends of Burgess Park / Glengall Wharf Garden

55. A joint response was received from Friends of Burgess Park / Glengall Wharf Garden. Glengall Wharf Garden is situated in Burgess Park behind the 66-80 Glengall Road terrace as detailed in the photograph below. The entrance to the garden is located on Glengall Road.



Figure 13. Location of Glengall Wharf Garden. (Please note that this aerial photograph was taken prior to the implementation of the garden)



Figure 14. Glengall Wharf Garden entrance on Glengall Road.

- 56. Taking each of the points raised in turn:
- 57. There will be a cumulative impact of new developments on sites along the old Kent Road which will substantially impact views within, across and from the park, increase numbers of park users. The combined impact should be assessed as part of the Old Kent Road Area Action Plan including plans for new green space and the linear park. The huge impact of the new developments on existing residents and businesses has not been fully addressed by the council nor have the potential benefits which could be realised been properly scoped, appraised or developed as ideas which will make a significant difference. Previous development phases across the borough have benefited from nationally significant sites, institutions and heritage assets. One of the main assets for the Old Kent Road is Burgess Park and all developments need to enhance this important green space which is of sub-regional signifiacance.
- 58. Officer response: The cumulative impact of new development in the Old Kent Road Opportunity Area is assessed as part of the plan making process and through the planning application process
- 59. Impact on Burgess Park, Glengall Wharf Garden and Glengall Road The proposed height of the new buildings for 49-53 Glengall Road will have a significant impact on Burgess Park. It will impact on the view looking east along the Grand Surrey Canal.

This will impact on park users in both sections of the park on each side of Trafalgar Avenue. This will be compounded by other developments in the pipeline.

- 60. Officer response: This proposal is located to the east of Burgess Park on the eastern side of the Glengall. It is recognised that the proposal would be visible in easterly views from within the park, however the park would not be dominated by the proposal and would not detract from the park's open nature and character, and not negatively impact park users. Existing taller buildings are an existing feature on the edges of Burgess Park such as Galleria Court, and taller buildings are visible within the existing easterly views such as Avondale Estate, Bermondsey Works and Canary Wharf.
- 61. There does not seem to be any assessment of the overshadowing of the community garden and park area however regarding the neighbouring residences the company reviewing the change to daylight and sunlight states that there is going to be a significant loss of sky and light but that local residents shouldn't expect to retain light in an urban area. "The retained levels of light are in our view still consistent with all the neighbours for an urban area, the presence of the proposed tower element does eliminate a relatively large proportion of the available sky, ...". What does this mean for Burgess Park. The impact on shadow and sunlight for the park is a consideration for the impact of the development.

The proposed height of the buildings will dominate the park and are out of context for the Georgian and Victorian buildings on the road. The new block at the end of Glengall Road/Old Kent Road is five storeys in height as it adjoins the existing properties in Glengall Road.

- 62. Officer response: The daylight and sunlight impacts to neighbouring residential properties are covered in the main report. The impact on Glengall Wharf Garden and Burgess Park is assessed above.
- 63. Historic England point out that "Viewpoint 7 from Burgess Park demonstrates that the proposed 15 storey tower would break the picturesque skyline comprising of the Cobourg Primary School and Georgian and Victorian houses that make up the Cobourg Road Conservation Area. ... this impact would cause some harm to the setting of the Conservation Area and its component listed buildings. ... under the Planning (Listed Buildings and Conservation Areas) Act 1990 ... pay special attention to the desirability of preserving listed buildings including their setting (Section 66), and the character of Conservation Areas (Section 72)." We support this view.
- 64. The design and mass of the building is not in keeping with the retained industrial space and the existing chimney retained as a reflection of the industrial heritage is completely insignificant in comparison to the height of the proposed buildings. The building design is of poor quality and the reference of industrial brick material once again as a nod to the industrial past will be extremely dark and overpowering with the size and scale of the proposed new development (dark satanic mills springs to mind).
- 65. The artist's renderings of the new buildings are overwhelmingly larger and taller that the surrounding residences. The illustrative drawings in the design and access statement are misleading in terms of indicating a wider width of road and distance between the proposed buildings and the existing Glengall Road properties and the circulation space around the exterior of the buildings and the public pavement, width of Bianca Road etc.
- 66. Officer response: These issues are addressed above and the main report.
- 67. The additional residents will increase usage of Burgess Park. The park will require additional funding to support wear and tear and maintenance. The park masterplan identifies the need for additional play equipment in the east end of the park.

- 68. Officer response: An financial contribution for open space will be secured through the Section 106 legal agreement.
- 69. Green spaces in the Old Kent Road Area Action Plan The inclusion of play space and green space as part of the development is welcome. However, the council is currently consulting through the Old Kent Road monthly forum meetings on different aspects of the OKR AAP including green space. The proposed planning application contribution for the green space for the linear green link is welcome but could be further enhanced and developed and should reflect consultation which is taking place now. The linkage of the green link from Bianca Road and across Glengall Road into Burgess Park should be developed further to maximise pedestrian and cycling routes and links to the Quietway routes, including an alternative route to the Surrey Canal Walk which is already congested with cyclists during peak commuter times. The designs for the green link along the edge of the scheme appears to be mostly hard landscaping from the drawings in the Design and Access statement. Currently the development area is covered with a concrete pad which is going to be completely removed but this opportunity to add green infrastructure at ground level is not being taken.
- 70. The Tyler Grange tree survey has recommended trees should be planted on Glengall Road and there should be a plan for soft landscaping, however, the Landscape Design proposal states there will be "predominantly hard space". This is supposed to be an "extension of the aspirational linear park" but this "working yard" is not providing any park space.
- 71. Officer response: The application site is not providing land for the proposed linear park, as the linear park would follow the alignment of Bianca Road at this location. The proposed Latona Yard is a traditional yard space with the detailed design, materials and landscaping to be secured by condition. A financial contribution will be secured for the remainder of the required public open space and will be spent locally.
- 72. Green infrastructure within the scheme and biodiversity With a site so close to Burgess Park there would be opportunities for the development to include green infrastructure and landscaping and building design to facilitate nature bat and swift boxes for example. Natural England states that: "The proposed development is within an area that Natural England considers could benefit from enhanced green infrastructure (GI) provision. Multi-functional green infrastructure can perform a range of functions including improved flood risk management, provision of accessible greenspace, climate change adaptation and biodiversity enhancement. Natural England would encourage the incorporation of GI into this development." We support these comments.
- 73. Officer response: The proposal will provide landscaped communal amenity space to enhance biodiversity and is conditioned to provide house sparrow boxes.
- 74. Play and Space for community use The Design and Access statement references a community space which could be used by local groups for example the Glengall Wharf Garden. It would be good to confirm on what basis and level of access local groups have and to consider this space in relation to a wider community semi/public private spaces across the area and use space creatively. With people living in flats spaces for play, for informal sport, kicking a ball and places for teenagers to hang out becomes critical. The flats will not have gardens and people do not only wish to attend organised activity there must be adequate communal space which offers opportunity for recreation (without fob keys and no ball games signs).
- 75. The new green space is proposed to be on roof terraces on the 5th and 7th floors but only includes a few architectural trees on some green mounding but is again predominantly hard space. Children's play areas are described as being largely boulders, stones and logs.

- 76. Officer response: Access arrangements for the proposed communal space on the ground floor will be secured through the Section 106 agreement. The scheme proposes an excess of private and communal amenity space.
- 77. Industrial space The Glengall Road area includes industrial spaces which creates the interesting mix of residential and commercial. As local residents we appreciate the importance of jobs and services for the local economy and local people. It is vital that there is a mix and range of local jobs with varied employers and the opportunity and spaces for businesses to grow and expand. Current businesses should be retained. Affordable housing is vital but it is vital that the council sets a high bar for the quality of mixed industrial and residential schemes as this will be the early schemes that set the standard for future massive development along the Old Kent Road.
- 78. Officer response: The proposed schemes would deliver full reprovision of B1(c) and B2/B8 employment floorspace across a range of units sizes.

Southwark Law Centre

- 79. Taking each of the points raised and summarised in turn:
- 80. *Inadequate industrial workspace* floor to ceiling heights, layout, servicing, and internal fit out and therefore contrary to policy.
- 81. Officer response: These issues are covered in the main committee report with the proposed scheme delivering 3715sqm/full reprovision of employment floorspace for B1(c) and B2/B8 uses across a range of unit sizes. A condition is recommended for the applicant to submit details of a minimum of B1(c) fit out to include mechanical and electrical fit out of the units, showing heating and cooling provision, sprinklers, and the provision of kitchen and toilet facilities.
- 82. Affordable housing The proposal does attempt secure 50% affordable housing as required by the draft London Plan
- 83. Officer response: This is addressed in paragraphs 95-95 in the main committee report. The proposal provides a minimum of 35% affordable housing units (by habitable room) in accordance with adopted policy. This scheme has been the subject of a viability assessment that shows it is providing the maximum amount of affordable housing. Any permission would be subject to early stage viability reviews if commencement is delayed beyond 2 years, and a late stage review prior to the occupation of more than 75% of units. This scheme will be subject to those reviews.
- 84. *Transport* Poor PTAL, shortfall in cycle parking provision standards, Bus contribution not agreed. The site has a PTAL of 3 (poor) (OR paragraph 245). Resolving transport issues at an early stage is therefore of vital importance to the acceptability of this scheme in planning terms.
- 85. Officer response: The site has a moderate PTAL rating and will improve with further investment in the BLE and bus provision. Cycle parking will be secured through condition and Section 106. A bus provision will be agreed in negotiation with TfL and secured through Section 106.
- 86. *Density and design* The density of the scheme is unacceptable and fails the test which the officer sets out to satisfy. The density proposed is 1,443 hrph.
- 87. Officer response: This is covered in the main officer report. The proposal predominantly meets the exemplary residential standards. The small number of factors where the accommodation is not exemplary must be weighted in the balance with the positive aspects of the proposal. On balance the higher density proposed would not compromise the quality of accommodation and the impacts of the development would be acceptable. It is therefore considered that the exceedance of

- the density threshold would not warrant withholding permission. The proposed building heights are considered acceptable in policy terms
- 88. Impact on Conservation Areas and Listed Buildings Proximity to conservation areas and listed buildings, impact on buildings of townscape merit and architectural or historic interest, compromised chimney as unable to view, poor design, overly tall, lack of heritage assessment,
- 89. Officer response: These issues are covered in the main committee report.
- 90. View from Nunhead Cemetery The proposal would compromise the view of St Paul's Cathedral by exceeding the threshold plane, be overly intrusive in the view as a whole, and therefore undermine the view. The proposal would obscure the Latona chimney.
- 91. Officer response: This issue is covered in the main committee report. The proposal would not exceed the proposed threshold plane of the borough view and St Paul's Cathedral would still be visible. The Latona chimney would still be visible from the viewpoint on the eastern edge of the tower.
- 92. *Green/Open Space; Linear Park/Green Link along Bianca Road* The proposal does not assist the delivery of the proposed linear park and compromises its delivery.
- 93. Officer response: Officers have requested the retention of the Bianca Road façade. The widening of the proposed linear park would necessitate the removal of the façade which officers' do not support. Latona Yard is being provided on site as public open space.

Development viability

94. The proposed scheme would provide a minimum of 35% affordable housing units (by habitable room) in accordance with adopted policy. This scheme has been the subject of a viability assessment that shows it is providing the maximum amount of affordable housing. Any permission would be subject to early stage viability reviews if commencement is delayed beyond 2 years, and a late stage review prior to the occupation of more than 75% of units. This scheme will be subject to those reviews.

3- 5 Latona Road clarification

95. Following discussions between LBS and the respective landowners, the proposed scheme has been designed and amended to facilitate proposals for 3-5 Latona Road. The fenestration on the southern elevation of the 15-storey block has been amended and metal cladding added from 1st to 5th floors to avoid any overlooking.

EIA screening

96. An EIA screening request was submitted to the council on 27 October 2017 which concluded that the scheme was not EIA development.

Density

- 97. The draft New Southwark Plan proposes a higher density range of 650-1,100 700 hab rooms per hectare within Old Kent Road core area, than the existing Urban Density Zone of 700 hab rooms per hectare. The proposed scheme at a density of 1,443 habitable rooms per hectare is closer to this emerging density range, but still requires exemplary residential design for the proposed density.
- 98. As noted in table 3 of the main report at paragraph 114, the proposal would meet many of the 'exemplary' requirements of the Southwark Residential Design Standards SPD met.

Impact on residential views from Galleria Court

99. Regarding the objection from residents in Galleria Court that views of Canary Wharf would be obscured by the proposed scheme, the following image clearly shows that this is not the case with the application site sitting to the right/south of the Canary Wharf view.



Figure 15. Galleria Court, application site and Canary Wharf

Viability

- 100. The affordable housing offer is policy compliant with 35% affordable housing with 70:30 split by habitable room. Further assessment has taken place with the council's independent assessor and the 35% offer is considered to be the maximum that can be provided.
- 101. The residual value of the scheme with 35% affordable housing is approximately £6.4m. Compared to a Benchmark of £7.14m, the scheme shows a deficit and it appears therefore that this can be considered to meet policy compliance and the viability position does not support any additional affordable housing provision.
- 102. Any permission would be subject to early stage viability reviews if commencement is delayed beyond 2 years, and a late stage review prior to the occupation of more than 75% of units. This scheme will be subject to those reviews.

Mayoral CIL and Southwark CIL

- 103. The CIL calculations for the revised floorspace is:
 - MCIL £807,132.96
 - Southwark CIL £3,259,581.77

Section 106 updates

104. Draft Heads of Terms for the future management of Latona Yard have been received and will form part of the S106 negotiations.

Delivery of the scheme

105. Officers have been advised by the applicant that initial discussions have taken place with Southern Housing regarding delivery of the site and the affordable housing.

Amendments and Corrections to the main committee report

- 106. Paragraph 134 '45sqm' should be '638sqm' as per Table 6.
- 107. Paragraph 245 PTAL3 is classed as "moderate" and not "poor".

Draft recommendation and conditions

108. Update to condition 24 with revised plan numbers and move to compliance conditions section of the recommendation:

Notwithstanding the provisions 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 of enactment of those Orders), the Class B use hereby permitted shall only be for Class B1(c) and B2/B8 uses as detailed in Ground and Mezzanine floor plans: GLR-HKR-XX-00-DR-A-1000 Rev E and GLR-HKR-XX-00-DR-A-1001 Rev D

Reason:

In granting this permission the Local Planning Authority has had regard to the special circumstances of this case in accordance with Strategic Policy 1.2 Strategic and local preferred industrial locations of The Core Strategy 2011 and Saved Policy 3.2 Protection of Amenity of the Southwark Plan 2007 and the National Planning Policy Framework 2018.

- 109. Updated drawings schedule See appendix 1
- 110. Update to condition 9 with Ilderton Road removed:

Prior to works commencing, full details of all proposed tree planting 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.

111. Update to condition 6:

Before demolition to ground slab level 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 and shall not be carried out other than in accordance with any such approval given.

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.

- 112. Move condition 11, 19 and 21 to pre-occupation conditions section in the recommendation.
- 113. Include "excluding demolition" to conditions 13 and 15.

114. Update to condition 20:

Before any above grade work hereby authorised begins, detailed drawings of a hard and soft landscaping scheme showing the treatment of all parts of the site that will provide public realm including 'Latona Yard' within the application site, communal amenity space and playspace (including cross sections, surfacing materials of any parking, access, or pathways layouts, materials and edge details), 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.

Updated drawing schedule

115. An updated drawing schedule has been received from the applicant following further recent revisions to the scheme. This is set out in Appendix 1.

REASON FOR URGENCY

116. Applications are required by statute to be considered as speedily as possible. The application has been publicised as being on the agenda for consideration at this meeting of the planning committee and applicants and objectors have been invited to attend the meeting to make their views known. Deferral would delay the processing of the applications and would inconvenience all those who attend the meeting

REASON FOR LATENESS

117. The new information, comments reported and corrections to the main report and recommendation have been noted and/or received since the committee agenda was printed. They all relate to an item on the agenda and members should be aware of the objections and comments made.

BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Individual files	Place and Wellbeing Department 160 Tooley Street London SE1 2QH	Planning enquiries telephone: 020 7525 5403

APPENDICES

No.	Title
Appendix 1	Updated drawing schedule

Appendix 1

Title	Reference	Version	Scale		
Existing					
Existing Block Plan	GLR-HKR-SU-00-DR-A-0201	-	1_200 @ A1		
Existing Ground Floor	GLR-HKR-SU-00-DR-A-1100	-	1_200 @ A1		
Existing Mezzanine Floor	GLR-HKR-SU-00-DR-A-1101	-	1_200 @ A1		
Existing Roof Plan	GLR-HKR-SU-00-DR-A-1115	-	1_200 @ A1		
Existing Elevations	GLR-HKR-XX-XX-DR-A-2100	-	1_200 @ A1		
Existing Elevations	GLR-HKR-XX-XX-DR-A-2101	-	1_200 @ A1		
Proposed					
Site Plan	GLR-HKR-XX-00-DR-A-0100	В	1_1250 @ A3		
Block Plan	GLR-HKR-XX-00-DR-A-0101	В	1_200 @ A1		
Ground Floor	GLR-HKR-XX-00-DR-A-1000	E	1_200 @ A1		
Mezzanine Floor	GLR-HKR-XX-00-DR-A-1001	С	1_200 @ A1		
1st Floor	GLR-HKR-XX-01-DR-A-1002	D	1_200 @ A1		
2nd Floor	GLR-HKR-XX-02-DR-A-1003	В	1_200 @ A1		
3rd Floor	GLR-HKR-XX-03-DR-A-1004	В	1_200 @ A1		
4th Floor	GLR-HKR-XX-04-DR-A-1005	В	1_200 @ A1		
5th Floor (typical floor)	GLR-HKR-XX-05-DR-A-1006	В	1_200 @ A1		
6th Floor	GLR-HKR-XX-06-DR-A-1007	В	1_200 @ A1		
7th Floor	GLR-HKR-XX-07-DR-A-1008	В	1_200 @ A1		
8th Floor	GLR-HKR-XX-08-DR-A-1009	В	1_200 @ A1		
9th Floor	GLR-HKR-XX-09-DR-A-1010	В	1_200 @ A1		
10th Floor	GLR-HKR-XX-10-DR-A-1011	В	1_200 @ A1		
11th Floor	GLR-HKR-XX-11-DR-A-1012	В	1_200 @ A1		

12th Floor	GLR-HKR-XX-12-DR-A-1013	В	1_200 @ A1
13th Floor	GLR-HKR-XX-13-DR-A-1014	В	1_200 @ A1
Roof Floor	GLR-HKR-XX-14-DR-A-1015	В	1_200 @ A1
Roof Plan	GLR-HKR-XX-14-DR-A-1016	В	1_200 @ A1
West Elevation	GLR-HKR-XX-XX-DR-A-2000	С	1_200 @ A1
North Elevation	GLR-HKR-XX-XX-DR-A-2001	В	1_200 @ A1
East Elevation	GLR-HKR-XX-XX-DR-A-2002	В	1_200 @ A1
South Elevation	GLR-HKR-XX-XX-DR-A-2003	В	1_200 @ A1
Section A-A'	GLR-HKR-XX-XX-DR-A-3000	В	1_200 @ A1
Section B-B'	GLR-HKR-XX-XX-DR-A-3001	В	1_200 @ A1
Detail Bay Elevation	GLR-HKR-XX-XX-DR-A-3002	-	1_50 @ A1

Welcome to Southwark Planning Committee

15 January 2019

MAIN ITEMS OF BUSINESS

Item 6.1 – 18/AP/0091 – Dockley Road Industrial Estate, 2 Dockley Road, London SE16 3SF

Item 6.2 – 17/AP/4612 – 49-53 Glengall Road, London SE15 6NF



Councillor Martin Seaton (Chair)



Councillor Lorraine Lauder MBE (Vice Chair)



Councillor Cleo Soanes



Councillor Hamish McCallum



Councillor Kath Whittam



Councillor Adele Morris



Councillor James McAsh



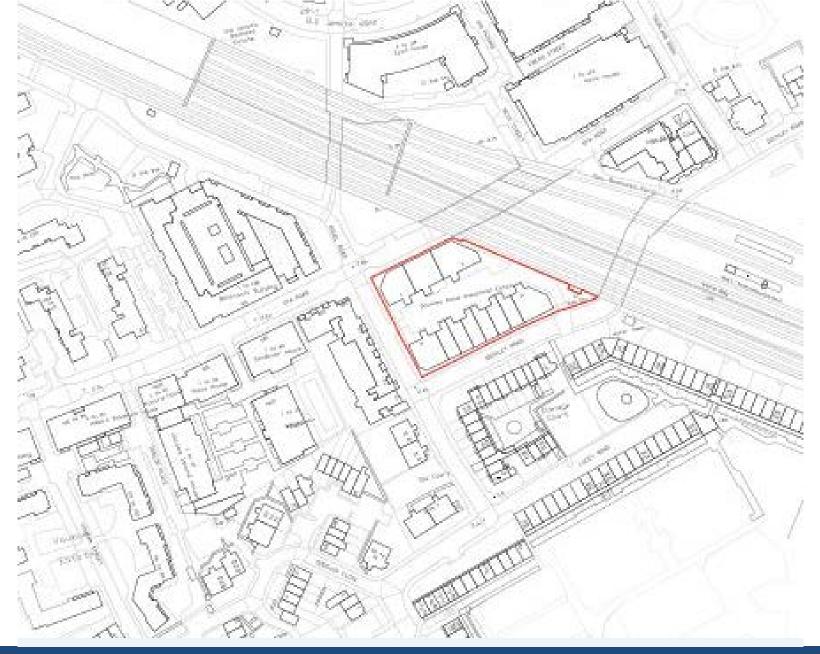
Councillor Jason Ochere

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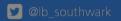
Item 1 – Dockley Road Industrial Estate, 2 Dockley Road, London SE16 3SF Full Planning Application Application 18/AP/0091

 Demolition of the existing industrial units and redevelopment to provide a building ranging from one to nine storeys (32.7m AOD) in height accommodating 1,089sqm of commercial floorspace at ground floor level incorporating industrial use (Use Class B8); retail uses (Use Class A1); and restaurants and cafe uses (Use Class A3) and 111 residential units (Class C3) at upper levels with associated works, including landscaping and 3 disabled car parking spaces.































Dockley and Rouel Road Elevations











SPA ROAD & Laneway Elevations











Detailed Bay Study



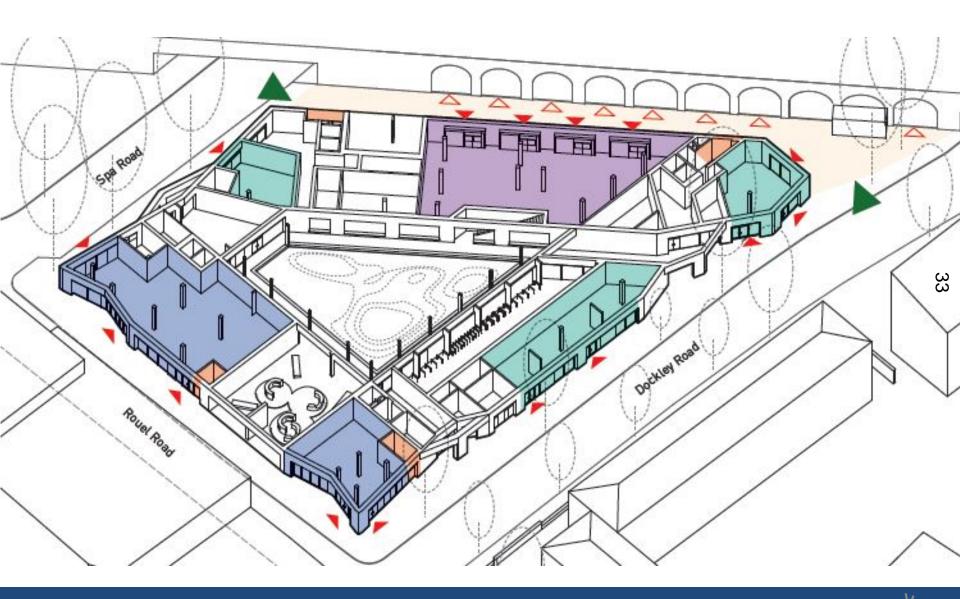








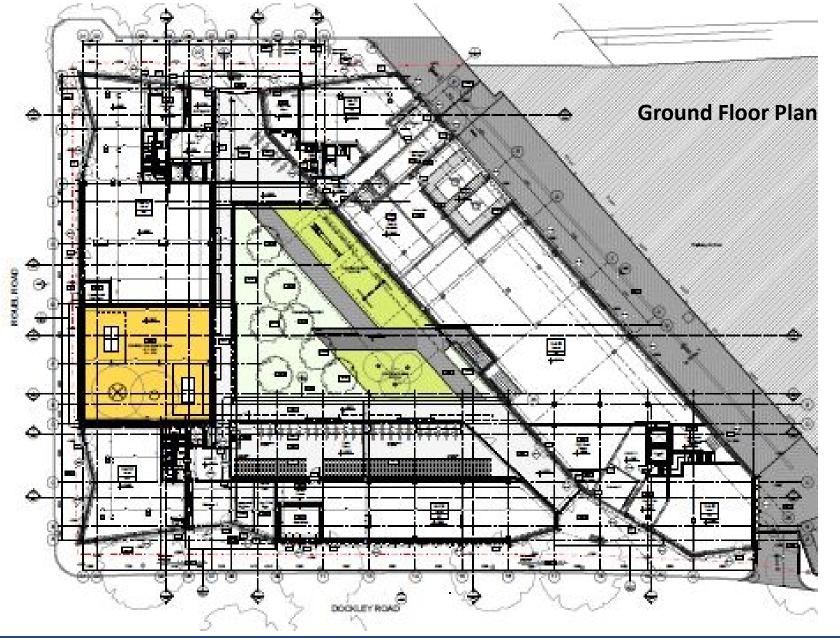
Ground Floor Arrangement



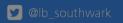




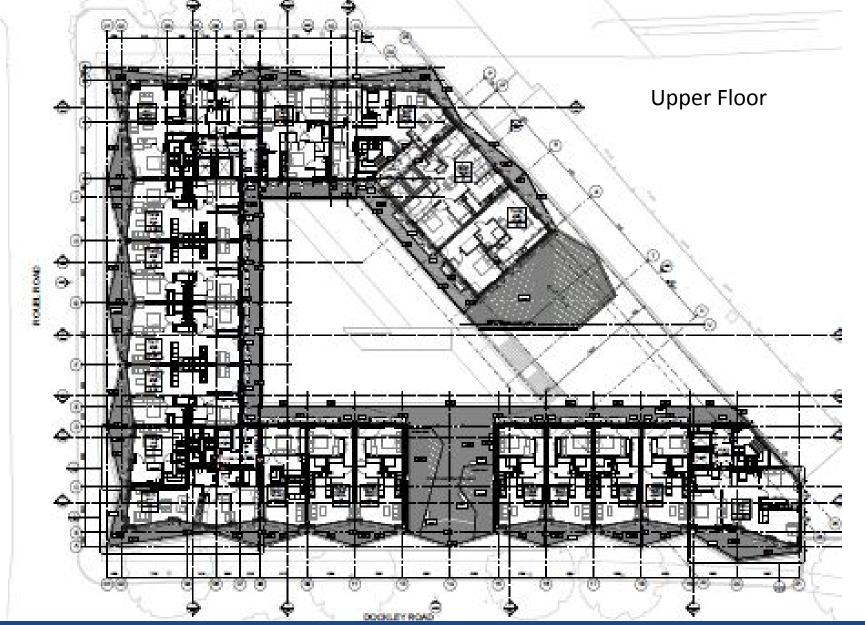


















View from Rouel Road









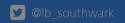






Courtyard and playspace





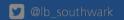




Covered playspace









Item 2 – 49-53 Glengall Road, London SE15 6NF

Full Planning Application Application 17/AP/4612

REVISED DESCRIPTION:

Demolition of all existing buildings and structures (excluding some of the facades along Glengall Road and Bianca Road and the industrial chimney) and erection of a part 6, 8 and 15 storey mixed-use development comprising 3,716 sqm (GIA) of flexible workspace (Use Class B1(c) and B2/B8) and 181 residential units (Use Class C3) with amenity spaces and associated infrastructure.

(This application represents a departure from strategic policy 10 'Jobs and businesses' of the Core Strategy (2011) and saved policy 1.2 'strategic and local preferred industrial locations' of the Southwark Plan (2007) by virtue of proposing to introduce residential accommodation in a preferred industrial location).

ORIGINAL DESCRIPTION:

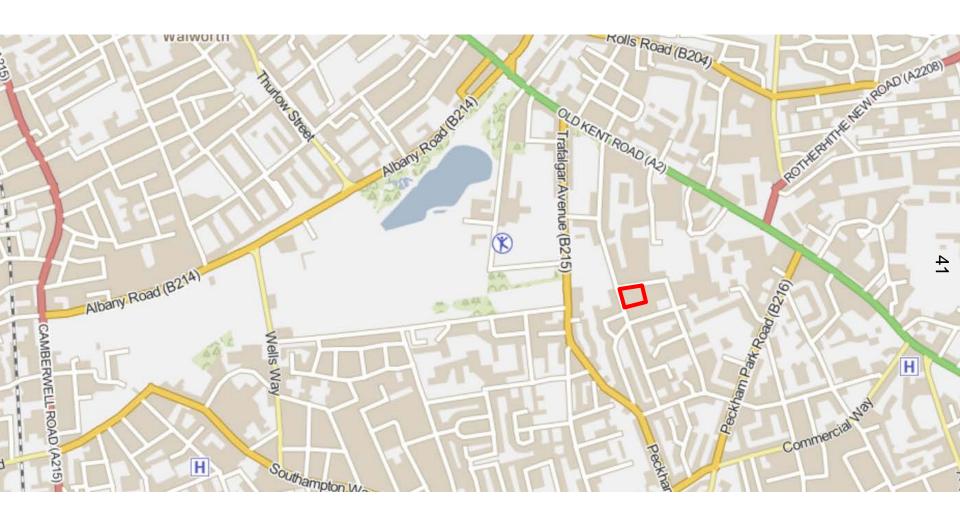
Demolition of all existing buildings and structures (excluding some of the facades along Glengall Road and Bianca Road and the industrial chimney) and erection of a part 6, 8 and 15 storey mixed-use development comprising 3,855 sqm (GIA) of flexible workspace (Use Class B1) and 181 residential units (Use Class C3) with amenity spaces and associated infrastructure.

This application represents a departure from strategic policy 10 'Jobs and businesses' of the Core Strategy (2011) and saved policy 1.2 'strategic and local preferred industrial locations' of the Southwark Plan (2007) by virtue of proposing to introduce residential accommodation in a preferred industrial location).





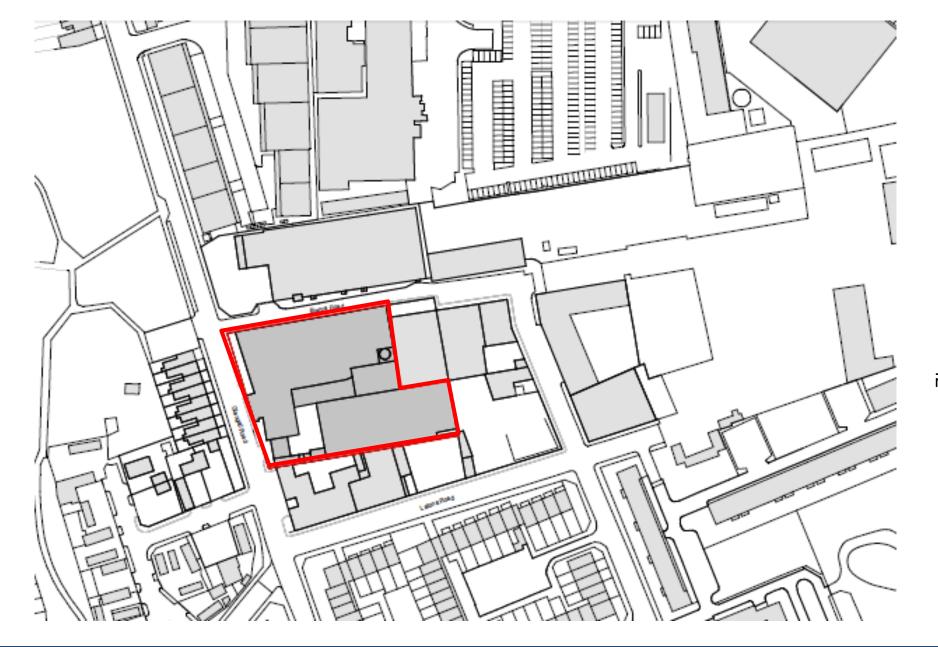




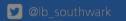




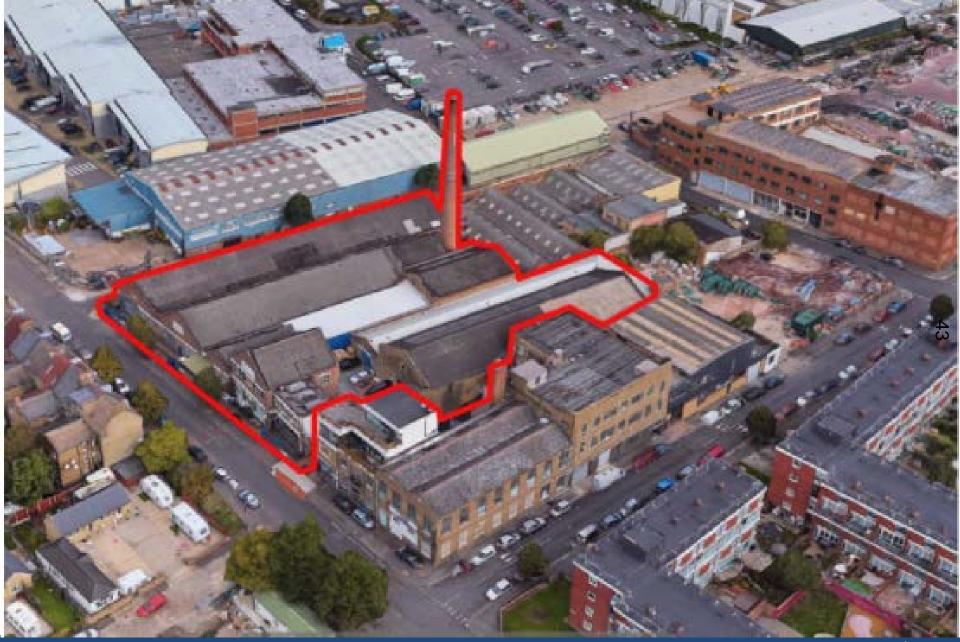
































































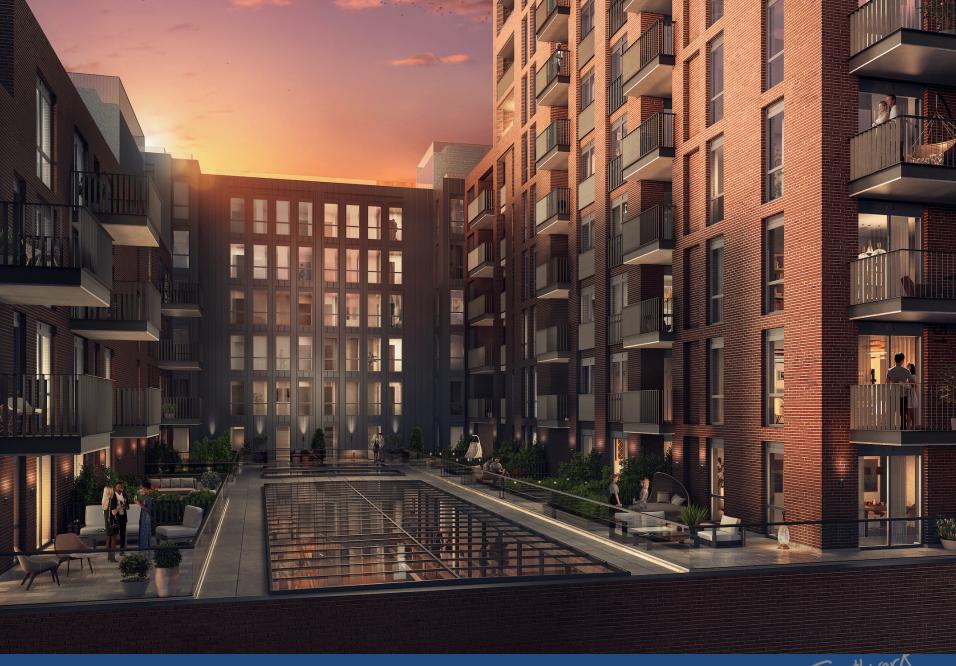




















NYES WHARF, FRENSHAM STREET, LONDON, SE15 6TH

17/AP/4596

Demolition of existing buildings and erection of mixed-use scheme comprising 1,193sqm Class B1 floorspace at ground and mezzanine levels; with 153 Residential units (Class C3) above in a building ranging from 9 to 18 storeys (max height 56.202m) with hard and soft landscaping including a new park and associated infrastructure works, including three disabled spaces and cycle parking. (This application represents a departure from strategic policy 10 'Jobs and businesses' of the Core Strategy (2011) and saved policy 1.2 'strategic and local preferred industrial locations' of the Southwark Plan (2007) by virtue of proposing to introduce residential accommodation in a preferred industrial location)

Granted subject to legal agreement at main planning committee on 3 September 2018.





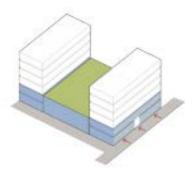


DRAFT **OLD KENT ROAD AREA ACTION PLAN**

Indicative masterplan, building typologies and land uses for the OKR 10 and OKR 11 sub area

HORIZONTAL/VERTICAL MIX: Small industrial units Double height spaces of 6-8m can be accommodated within the centre of blocks. Units would typically be 150-200m2. Blocks can be wrapped within two storeys of workspace that can be used for. offices, showrooms and studios. Basement levels should be utilised to accommodate residential servicing, storage or commercial uses where appropriate.

Suitable uses: Light industrial uses (Class B1c use) and maker spaces within the central space.



(Emerging policy, limited weight)







DRAFT OLD KENT ROAD AREA ACTION PLAN

OKR 10 Sub Area

Existing heritage assets and buildings of merit to be retained

Site Allocations Conservation Area Grade II Listed Building Grade II* Listed Building Buildings and features of townscape merit Buildings of architectural or historic interest London Squares, identified in the London Squares Preservation Act 1932 OKR10

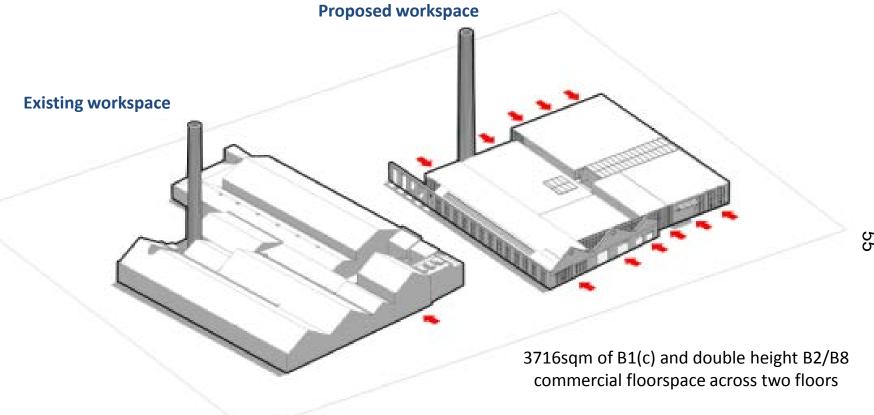
(Emerging policy, limited weight)







KEY

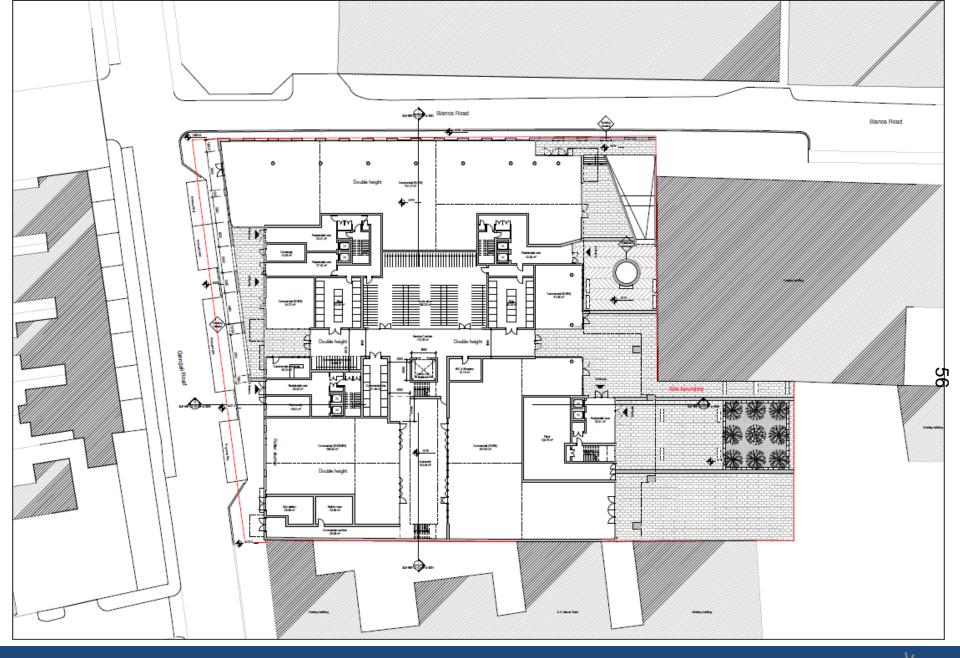


3560sqm of B8 across ground floor and two storey office block

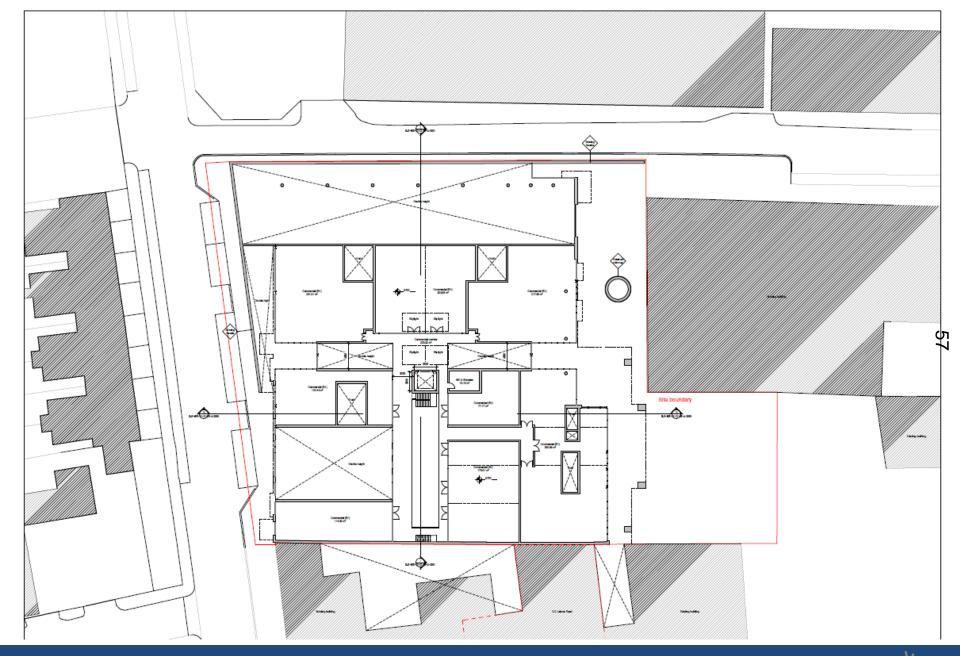












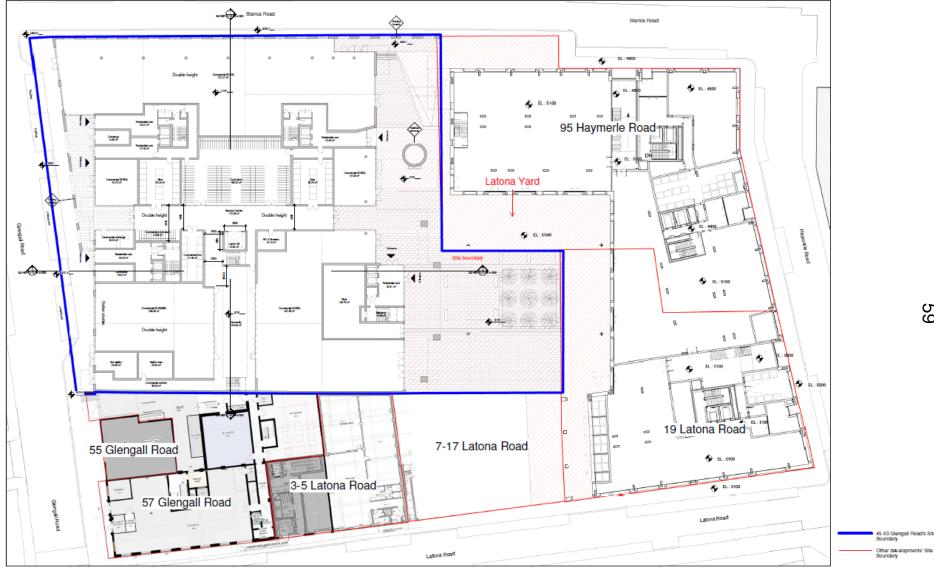




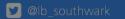




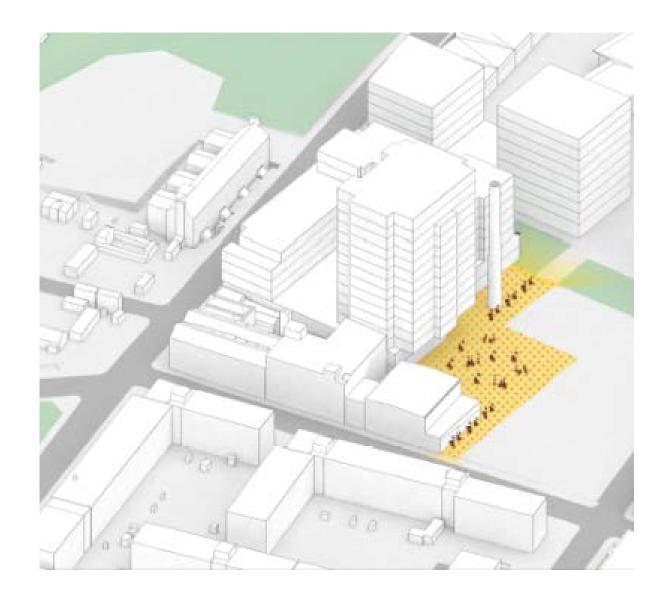








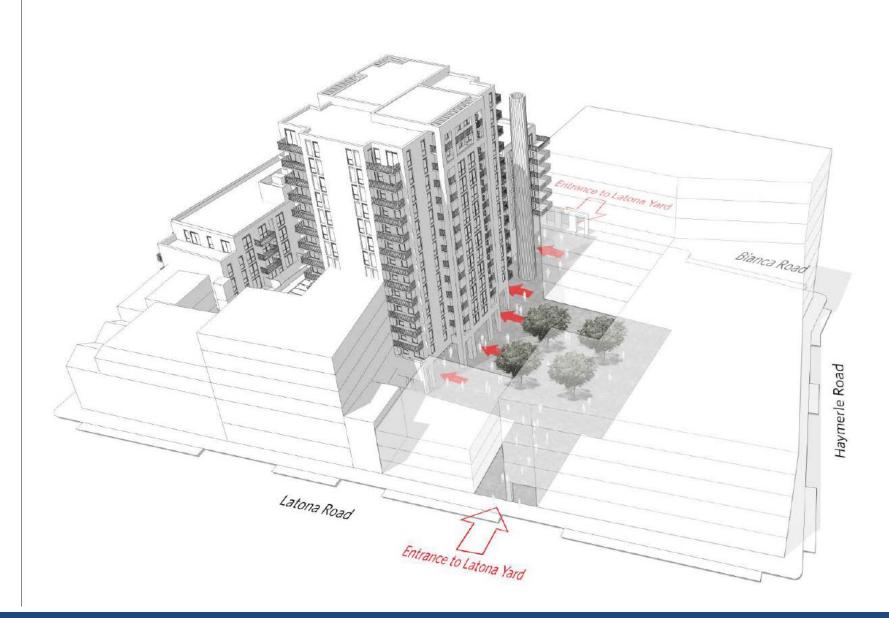








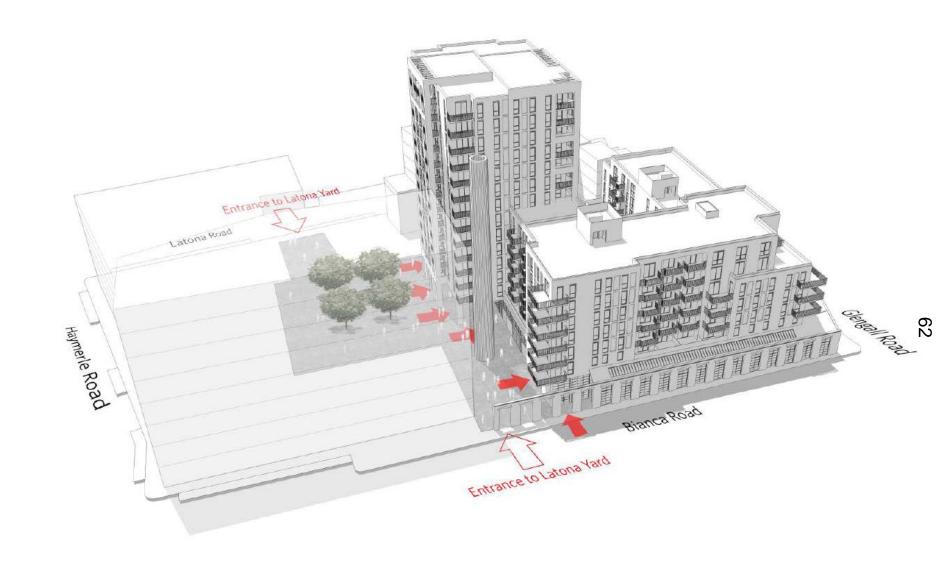






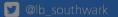






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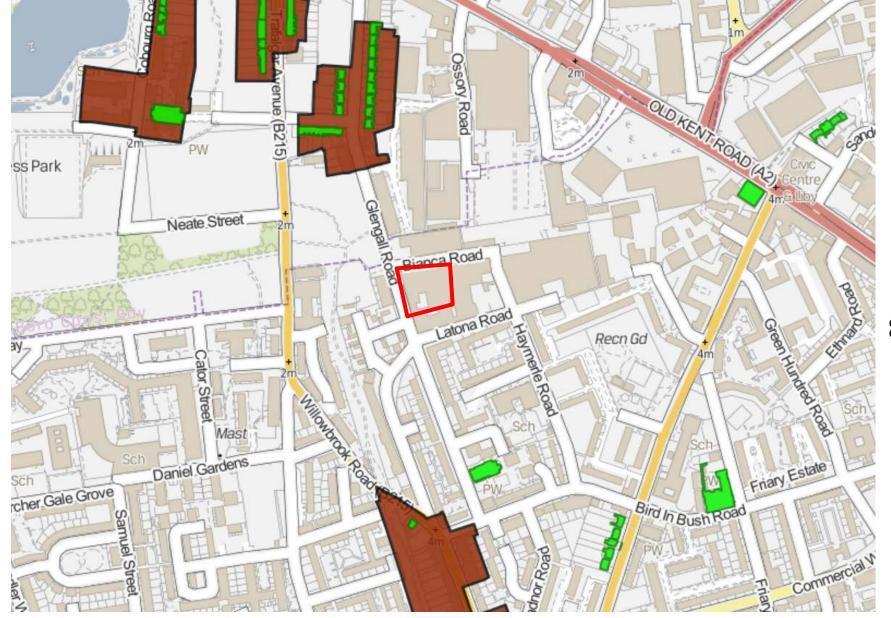




















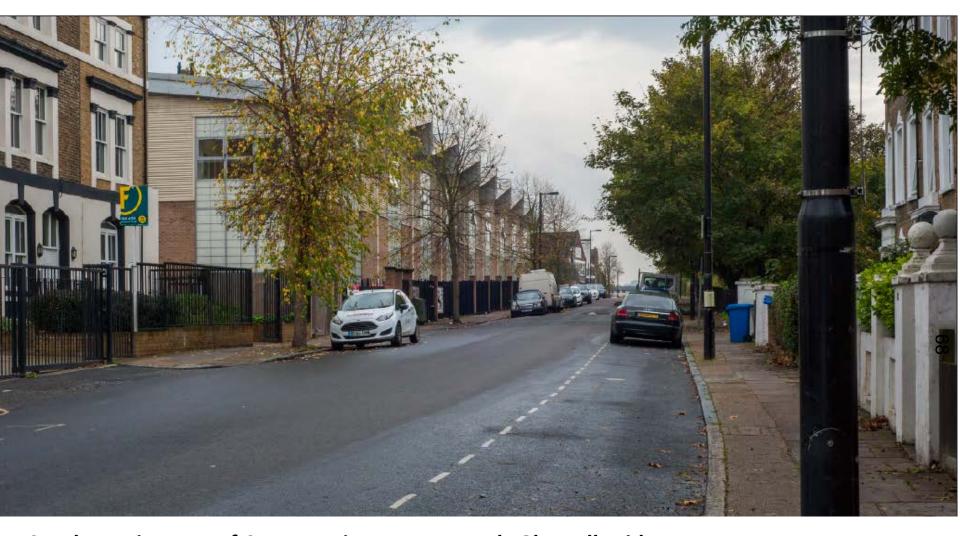
Glengall Road Conservation Area – Existing southern view





Glengall Road Conservation Area – Proposed southern view from the northern end of Glengall Road. Proposal hidden by existing buildings.





Southern view out of Conservation Area towards Glengall Bridge. Glengall Business Park on the eastern side of Glengall Road







Southern view out of Conservation Area towards former Glengall Road Bridge. Proposed scheme visible above Glengall Business Park







Existing northern view of Glengall Road towards application site. Grade II listed Celestial Church of Christ, in the foreground with autumn tree foliage.







Proposed northern view of Glengall Road towards application site. Grade II listed Celestial Church of Christ, in the foreground with winter tree foliage.







Existing view across Cobourg Conservation Area from across Burgess Park lake.









Proposed view across Cobourg Conservation Area from across Burgess Park lake.

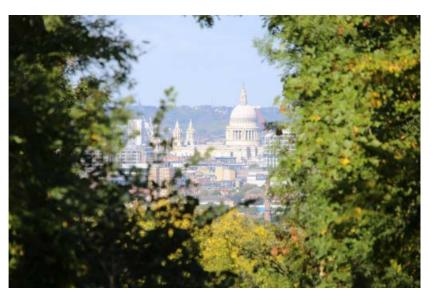




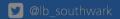


Draft Borough View: St Paul's Cathedral from Nunhead Cemetery





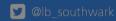








Exemplary residential design criteria from Southwark Residential Design Standards SPD	Commentary
Provide for bulk storage	Each of the proposed apartments would have built-in storage broadly in compliance with the Residential Design Standards SPD. There would also be scope, through innovative/flexible design, for the cycle store rooms within each core to accommodate larger items such as pushchairs, the details of which will be resolved at the condition stage in collaboration with Southwark Council's Transport Planning team.
Exceed minimum privacy distances	Minimum privacy distances would be exceeded: 20m (Glengall Road), 12m+ (Bianca Road)
Good sunlight and daylight standards	Good sunlight and daylight standards would be achieved: acceptable within BRE guidelines for an urban context
Exceed minimum ceiling heights of 2.3 metres	All habitable rooms within all proposed dwellings would have floor-to-ceiling heights of 2.5 metres.
Exceed amenity space standards (both private and communal)	All 3-bed units have 10 sqm private balconies. Where there are deficits against 1 and 2 bed units, this is made up for in the communal amenity space. Overall, there is a 45 sqm over provision within the communal and child play space areas.
Secure by Design certification	The scheme would be capable of achieving Secure by Design accreditation. Conditions to require this are recommended.
No more than 5% studio flats	3% (6 in total) of the proposed units would be studio flats.
Maximise the potential of the site	The potential of the site would be maximised, delivering additional and improved commercial floorspace, new dwellings achieving an exemplary standard of design and including a large proportion of family-sized units, significant outdoor space and play space, all without compromising local visual or residential amenity.
Include a minimum 10% of units that are suitable for wheelchair users	10% of the proposed units would be suitable for wheelchair users.
Excellent accessibility within buildings	The accessibility within the buildings would be excellent and is Part M2 compliant as a minimum.





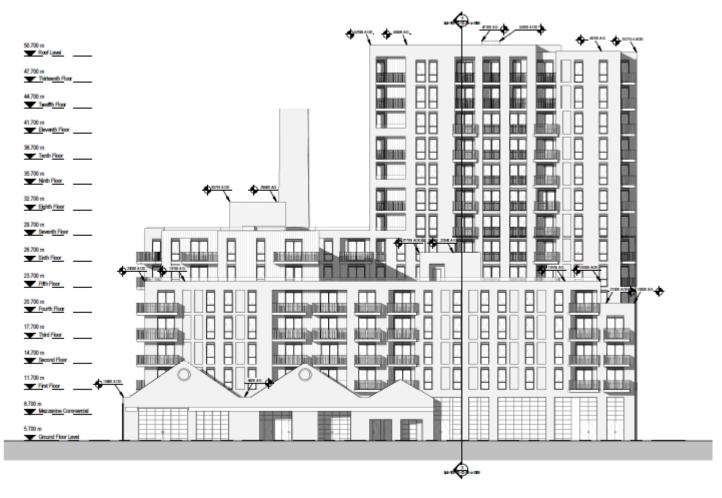


Exemplary residential design criteria from Southwark Residential Design Standards SPD	Commentary
Exceptional environmental performance	The environmental performance would be fully policy compliant, taking into account a contribution to the Carbon Offset Fund
Minimised noise nuisance between flats through vertical stacking of similar room types	The proposed development achieves very high proportion of vertical stacking. Plant rooms have been located in the ground floor off the courtyard, 6m+ beneath the nearest residential units and thus sufficiently far away not to create undue noise disturbance.
Make a positive contribution to local context, character and communities	The proposed development would make a positive contribution to local context, character and communities in terms of its quality of design (retaining key facades) and regeneration benefits including affordable housing, workspace, investment in local transport and public space.
Include a predominance of dual aspect units	54% (98 units) would be dual or corner aspect.
Have natural light and ventilation in all kitchens and bathrooms	This would not be achieved because almost all bathrooms would be internal. However, this is considered permissible in the interests of achieving a rational and efficient building layout. All kitchens would form part of larger open-plan kitchen/living/dining spaces which themselves would benefit from natural light and natural ventilation.
At least 60% of units contain two or more bedrooms	112 units (62%) of the total number of units across all tenures would have two or more bedrooms.
Significantly exceed the minimum floor space standards	All units would meet the space standards, and comply with the London Plan
Minimise corridor lengths by having additional cores	The cores have been efficiently designed so that corridor lengths are minimised









West elevation 1:200









North elevation 1:200

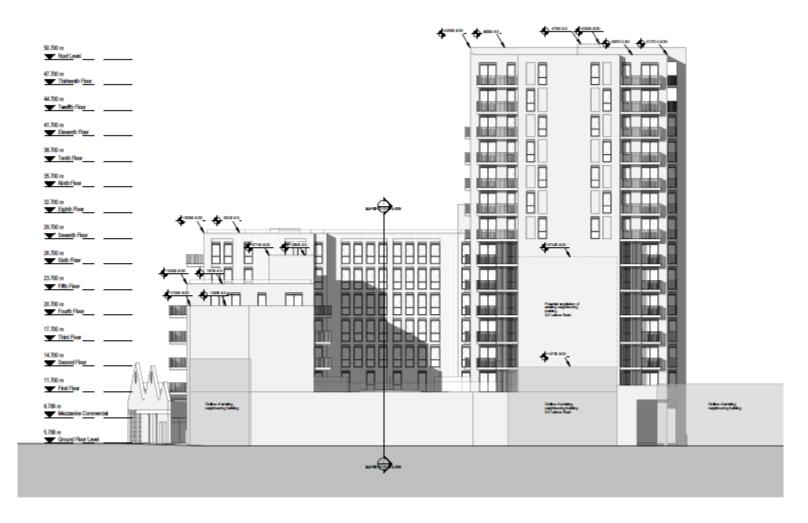










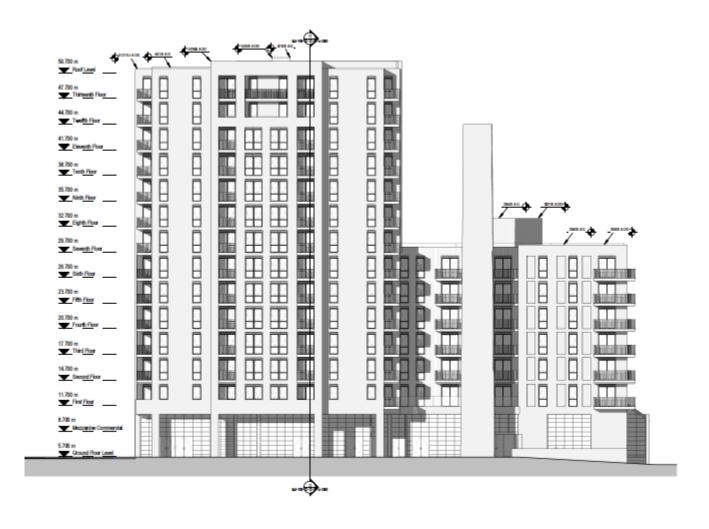


South elevation 1:200



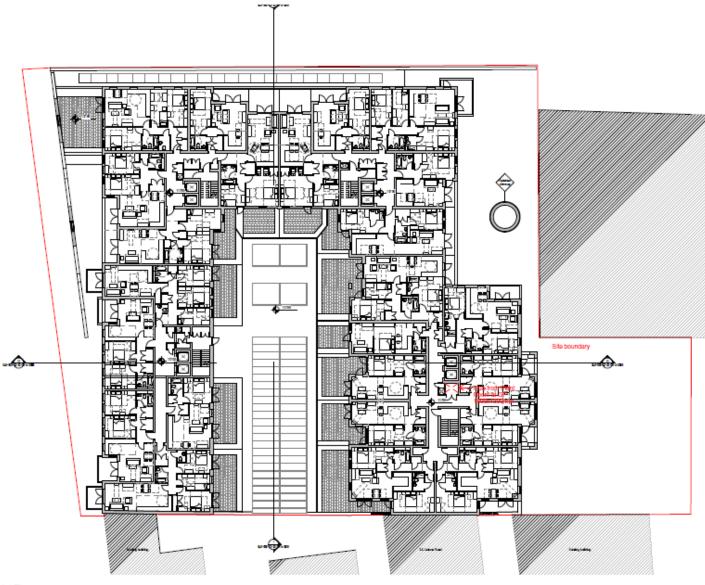






East elevation 1:200



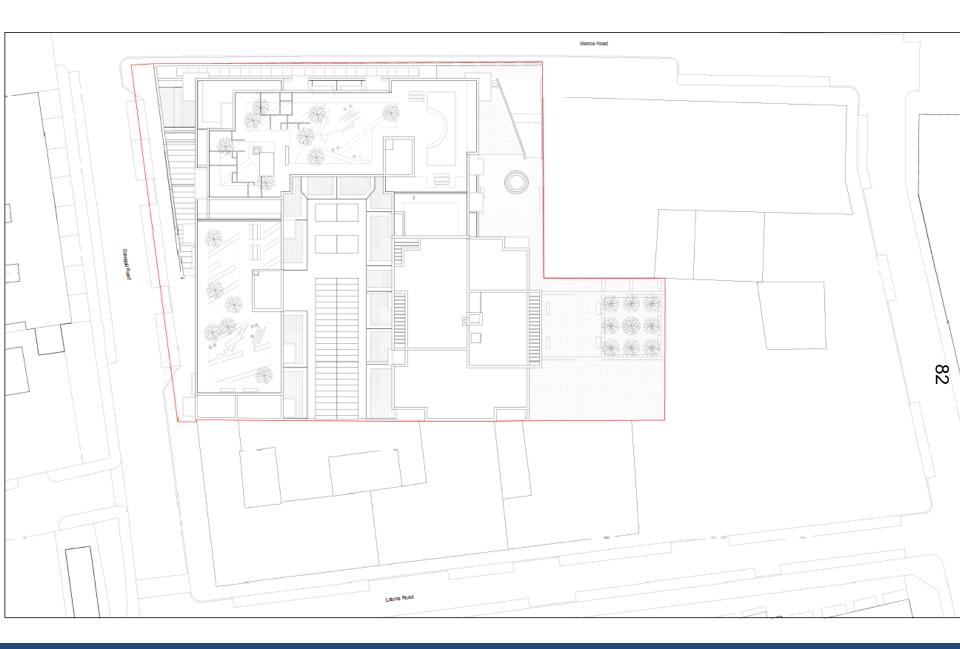


1st Floor 1 : 200











49-53 GLENGALL ROAD, LONDON, SE15 6NF



- 181 new residential units
- 61 affordable units
 (40 social rent, 21 intermediate,
 35% by hab room)
- Full reprovision of 3716 sqm of B1(c)/B2/B8 commercial workspace, including 10% affordable workspace.
- New 'Latona Yard' public open space
- Significant uplift in jobs
- Retained heritage features
- Community room
- Mixed use site that delivers the master-planning and aspirations of the draft Old Kent Road Area Action Plan: New housing, workspace, car free





